

CITY OF MOAB RESOLUTION #12-2025

A RESOLUTION TO ADOPT THE 2025 GRAND COUNTY NON-MOTORIZED MASTER TRAIL PLAN, AS PREPARED BY THE GRAND COUNTY ACTIVE TRANSPORTATION AND TRAILS DEPARTMENT.

WHEREAS, the City of Moab adopts plans to guide decision-making and policy; and

WHEREAS, the Non-Motorized Trails Master Plan (NMTMP) was originally drafted by the Trail Mix Committee, a volunteer advisory body to the Grand County Commission (then, Grand County Council), in 2005, with the purpose of “provid(ing) a blueprint for an integrated trail system by cataloging the county’s existing trails and by identifying strategic locations for future trail development;” and

WHEREAS, the NMTMP has since been updated twice by the Trail Mix Committee, in 2008 and 2011. The 2011 update states that “the Trails Master Plan is a ‘living document’ where changes and additions will continue as the plan evolves to meet current and future needs. The Trail Mix Committee strives to update the Trails Master Plan every five years;” and

WHEREAS, the Grand County Active Transportation and Trails Department (GCATT) was created in 2019 and the responsibility of updating the NMTMP was transferred to GCATT staff, and in 2023 GCATT applied for and received a Technical Planning Assistance (TPA) grant from the Utah Department of Transportation to update the NMTMP; and

WHEREAS, the City of Moab provided matching funds for the NMTMP update through an interlocal agreement and members of City staff and elected officials served on the Technical Advisory Committee for the project; and

WHEREAS, the Planning Commission, following Public Hearing, reviewed and recommended adoption of Moab City Resolution #17-2025, which is now Moab City Resolution 12-2015, during a special meeting held December 1, 2025; and

NOW, THEREFORE BE IT RESOLVED that the Moab City Council hereby approves Moab City Resolution #12-2025, adopting the Grand County Non-Motorized Master Trail Plan, as prepared by the Grand County Active Transportation and Trails Department as follows:

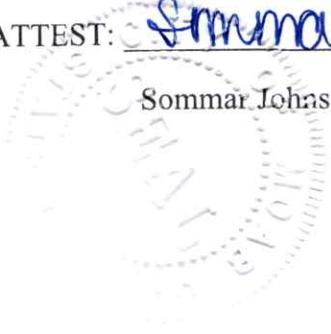
PASSED AND APPROVED in open Council by a majority vote of the Governing Body of Moab City Council this 9th day of December 2025.

SIGNED: Joette

Joette Langianese, Mayor

ATTEST: Sommar Johanson

Sommar Johanson, Recorder





Grand County

NON-MOTORIZED TRAILS MASTER PLAN



ACKNOWLEDGMENTS

Thank you to the people and partners who contributed to the *Non-Motorized Trails Master Plan*. And, a special thank you to the many community members who participated in the planning process and helped shape this vision.

All photographs and graphics are courtesy of the Alta Planning + Design, Grand County, or City of Moab, unless otherwise noted.

PEOPLE

TECHNICAL ADVISORY COUNCIL

- Colin Topper, Councilmember | City of Moab
- Cory Shurtleff, Director of Planning | City of Moab
- Mark Jolissaint, Engineer | City of Moab
- Patrick Trim, Director of Parks & Recreation | City of Moab
- Alexi Lamm, Director of Sustainability and Strategic Initiatives | City of Moab
- Savannah Thomas Arrigo, Sustainability Coordinator | City of Moab
- Sydney Maller, Associate Engineer | City of Moab
- Brian Martinez, Commissioner | Grand County
- Jacques Hadler, Commissioner | Grand County
- Bill Jackson, Director of Roads | Grand County
- Cody McKinney, Assistant Supervisor of Roads | Grand County
- Andrea Brand, Director of Sand Flats Recreation Area | Grand County
- Brendon Cameron, Chair | Grand County Trail Mix Advisory Committee
- Emily Lessner, Active Transportation Representative | Grand County Trail Mix Advisory Committee
- Chris Hall, Region Four Planning Manager | Utah Department of Transportation

GRAND COUNTY ACTIVE TRANSPORTATION & TRAILS DEPARTMENT

- Madeline Logowitz, Director
- Katie Murphy, Special Project Coordinator
- Tyson Swasey, Operations Manager
- Evan Smiley, Operations Coordinator
- Anna Sprout, Responsible Recreation Coordinator

ALTA PLANNING + DESIGN

- David Foster, Principle
- Brian Tonetti, Project Manager

HORROCKS ENGINEERING

- Dan Stenta, PE

The logo for Alta Planning + Design, featuring the word "alta" in a bold, lowercase, sans-serif font. The letters are a bright yellow color, matching the page's background.

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Grand County
TRAILS MASTER PLAN

CHAPTER 01.





VISION FRAMEWORK

VISION

Grand County is a world-renowned outdoor recreation hub known for its dramatic scenery and well-developed trail system. Residents and visitors alike enjoy diverse activities such as hiking, biking, climbing, rafting, horseback riding, and skiing, immersed in a unique landscape.

Moab is the largest community within Grand County, serving as the county seat and gateway to Arches and Canyonlands National Parks, Dead Horse Point and Utahraptor State Parks, Sand Flats Recreation Area, the La Sal Mountains, and hundreds of thousands of acres of land managed by the Bureau of Land Management. Moab is home to over 5,000 residents, with an additional 4,000 living just outside City limits in Spanish Valley. Although small, Moab boasts a vibrant Downtown with restaurants, a museum, City parks and community gathering places such as the Moab Arts and Recreation Center.



DAVID OPPENHEIMER | MOAB AREA AERIAL

Grand County is positioned to set an example for other gateway communities by expanding its identity from an active recreation hub to an active lifestyle community. The Non-Motorized Trails Master Plan plays a key part in that evolution by laying out a community-developed network of paved and unpaved trails that connect residential areas and accommodations to destinations.

Trails deliver far-reaching benefits. They encourage healthy, outdoor activity and connection with nature to boost physical and mental health. They support an equitable community by providing low-cost, car-free access to daily needs and destinations, such as parks, schools, grocery stores and trailheads. They bolster a sustainable economy by connecting visitors with experiences, enhancing local business, and fostering repeat tourism. They safely connect people to each other, the land, and opportunities for discovery,

stewardship, and community. They improve the efficiency of the entire transportation network by reducing congestion, parking demand in high-traffic zones, and carbon emissions related to transportation.

Through collaboration, thoughtful planning, and long-term investment, this plan will guide the County's future recreation and active transportation trail network, prioritizing safe access right out the door of residences, businesses, and hotels. Based on community input, it recommends a toolkit of best practices, programming, and design standards to guide implementation of a comfortable, intuitive, and clear network that facilitates movement for people of all ages and abilities on foot and on wheels. While focused on trails, the plan also recommends on-street bicycle and pedestrian facilities to make critical connections within the trail network.

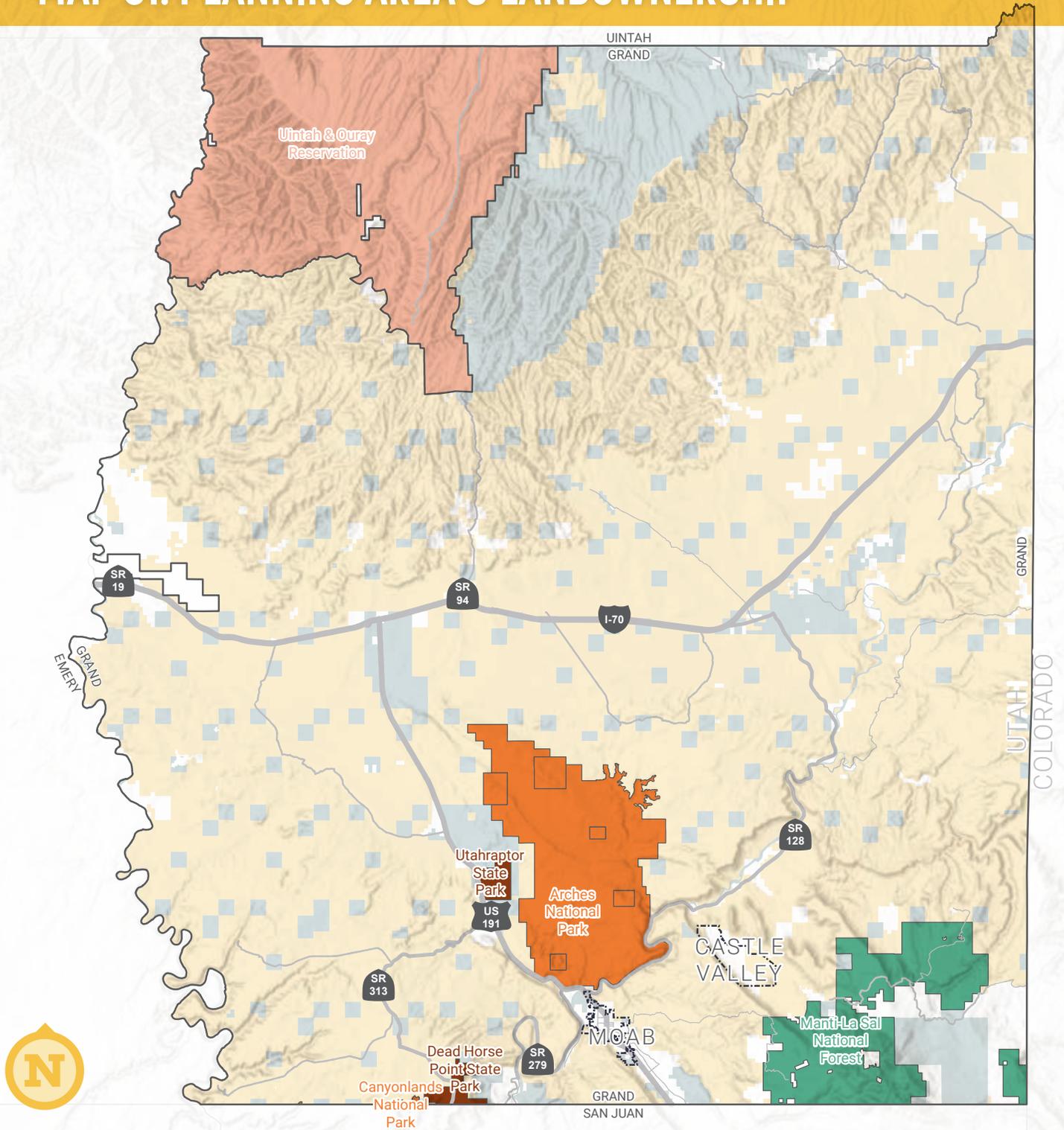
MISSION

TO BUILD ON GRAND COUNTY'S REPUTATION FOR WORLD-CLASS TRAILS BY PRESERVING AND DEVELOPING A COMPREHENSIVE TRAIL NETWORK THAT PROVIDES CONVENIENT, ENJOYABLE TRANSPORTATION AND RECREATION EXPERIENCES FOR ALL TRAIL USERS.



PAVED TRAIL BY MOAB REGIONAL HOSPITAL

MAP 01. PLANNING AREA & LANDOWNERSHIP



LEGEND

- National Parks
- Bureau of Land Management
- State Parks
- Other State Lands
- National Forest
- Cities/Towns
- Tribal Land

This map shows Grand County, the planning area for the Trails Master Plan, and broader land ownership.



COLLABORATORS AND LAND MANAGERS

Developing and managing non-motorized trails in Grand County requires coordination among multiple land management agencies, local jurisdictions, and private property owners. Each operates under unique mandates and regulatory frameworks that influence trail planning, construction, and maintenance. This section summarizes the roles of key partners in implementing the Non-Motorized Trails Master Plan. Clear protocols for interagency coordination ensure that trail projects comply with applicable laws, respect land ownership, protect resources, and support a safe, connected, and sustainable trail network.

GRAND COUNTY, CITY OF MOAB, TRAIL MIX

The *Non-Motorized Trails Master Plan* is a joint effort by Grand County and the City of Moab. The Grand County Active Transportation and Trails Department (GCATT) applied for a Technical Planning Assistance (TPA) grant from the Utah Department of Transportation (UDOT) to fund the project, and the City of Moab provided matching funds through an interlocal agreement. GCATT staff administered this project, conducted public outreach, and drafted the soft surface trail recommendations.

The Grand County Trail Mix Committee (Trail Mix) serves as an advisory board to the Grand County Commission. It is composed of representatives from a range of trail user groups and land management agencies. Trail Mix began as a volunteer body which planned, built and maintained trails, and drafted the original Non-Motorized Trails Master Plan. In 2019, GCATT became an official County department, which allowed for the creation of paid staff roles to execute these tasks. Trail Mix continues to participate in trail planning in an advisory capacity, and served as a key stakeholder in the Master Plan process, gathering ideas and feedback from the various user groups





it represents. Throughout the process, GCATT staff attended Trail Mix meetings and gave updates on the progress of the Master Plan. City and County staff, elected officials, and representatives of Trail Mix all participated in the Master Plan's Technical Advisory Committee (TAC).

BUREAU OF LAND MANAGEMENT (BLM), MOAB FIELD OFFICE

The BLM manages the largest network of non-motorized trails in Grand County and is a key partner in trail planning, construction, and maintenance. GCATT maintains over 200 miles of trails through a long-standing cooperative relationship with the BLM.

Trail development follows the 2008 Moab Field Office Resource Management Plan (RMP), with a goal of developing 50 miles of new hiking and equestrian trails and 150 miles of new biking trails within user group-specific Focus Areas. While the 150-mile target for mountain bike trails has been achieved and exceeded, this figure represents a planning benchmark rather

than a fixed limit. Over the next decade, GCATT seeks to prioritize expansion of the hiking trail network to progress toward the RMP's goal of 50 total miles of designated hiking and equestrian trails. This goal is reflected in the new hiking and equestrian trails recommended by this Master Plan.

The new trails recommended by this Master Plan constitute a wish list and are subject to further analysis, review and approval by the BLM, including environmental and cultural resource reviews, public notice, and conformance with the RMP.

All proposed trail additions, modifications, or realignments on BLM lands will be documented and incorporated into the Grand County Trails Master Plan through the periodic amendment process. GCATT will continue to collaborate with the BLM to identify emerging needs and implement improvements consistent with agency policy. The designation of new trails is the decision of the BLM, following its responsibilities under the National Environmental Policy Act (NEPA).

U.S. FOREST SERVICE, MANTI-LA SAL DISTRICT

With several peaks reaching over 12,000 feet, the La Sal Mountains offer opportunities for summer mountain biking, hiking, and horseback riding, as well as skiing and snowshoeing in the winter, ensuring year-round recreation opportunities for Grand County residents and visitors. The iconic Whole Enchilada mountain bike route begins on U.S. Forest Service-managed Geyser Pass before entering BLM land and ending at the Colorado River.

GCATT partners with the U.S. Forest Service to maintain and improve non-motorized trails in the La Sal Mountains through a longstanding cooperative relationship and Interlocal Agreement with San Juan County.

Proposed trails identified in the Non-Motorized Trails Master Plan are subject to further evaluation by the US Forest Service including public input, environmental review, and consistency with the Manti-La Sal National Forest Land Management Plan.

STATE INSTITUTIONAL TRUST LANDS ADMINISTRATION (SITLA)

“Trust Lands are not public lands. However, public access to Trust Lands for hunting, fishing, hiking, camping, off-highway vehicle riding, and other recreational activities is allowed in limited areas. Permits may be required for some activities. The Trust Lands Administration has a constitutional mandate to preserve the value of Trust Lands to ensure our beneficiaries receive the revenue they are rightfully due.”

– Utah Trust Lands Administration

SITLA manages State of Utah trust lands, which generate revenue for State educational institutions. Trails often cross a mix of federal and state lands. When a trail passes through SITLA property, a Trail Easement or Right of Entry Agreement is required before

construction or public use. Easements are typically held by Grand County, the City of Moab, or a Federal agency. Interagency easement trades, particularly with the BLM, are used to streamline approvals and improve regional trail connectivity.

UTAH DEPARTMENT OF NATURAL RESOURCES (DNR)

The Utah Department of Natural Resources (DNR) manages state lands and natural resource programs through divisions such as State Parks, Outdoor Recreation, and Forestry, Fire, and State Lands.

Before GCATT’s formation, Trail Mix helped design and build the Intrepid Trail System at Dead Horse Point State Park. GCATT has been working with Utahraptor State Park managers to improve regional trail connectivity. While GCATT does not construct or maintain trails within State Parks, it supports coordination with DNR to expand recreation access and link countywide trail systems.

SCOTT AND NORMA MATHESON WETLANDS PRESERVE

The Scott and Norma Matheson Wetlands Preserve is owned and managed jointly by The Nature Conservancy and the Utah DNR. The preserve, previously known as the Moab Sloughs, was purchased by the two entities in 1991. Both entities cite the rarity of a wetland environment in a desert ecosystem, the breadth and diversity of wildlife species calling the wetlands home, and the importance of the area as a waypoint for migratory birds.

This oasis attracts more than 200 species of birds, amphibians, and aquatic mammals such as the beaver, muskrat and elusive river otter. In order to maintain a restful and safe environment for wildlife, the preserve

does not allow motor vehicles, cyclists, equestrians, or dogs, unless associated with hunting within designated areas in the north end of the preserve. Proposed trails identified in the *Non-Motorized Trails Master Plan* within the Matheson Wetlands are ultimately subject to review and approval by TNC and the DNR.

SAND FLATS RECREATION AREA (SFRA)

The Sand Flats Recreation Area is jointly managed by Grand County and the Bureau of Land Management. This partnership protects natural resources while providing motorized and non-motorized recreation opportunities. GCATT assists with non-motorized trail

planning and maintenance in the area, such as the Raptor Route and related connections. All new trail proposals are reviewed by Sand Flats' management and the Sand Flats Stewardship Committee and then forwarded to the BLM for approval, ensuring that projects align with environmental and management goals.

PRIVATE PROPERTY OWNERS

Grand County and the City of Moab are committed to promoting a safe, connected, and diverse non-motorized trail network that upholds private property boundaries and interests. For more information, see p. 219, Acquisition Strategies.



GUIDING PRINCIPLES

COMMUNITY-ENDORSED GUIDING PRINCIPLES PROVIDE THE FOUNDATION FOR INFRASTRUCTURE, DESIGN, AND PROGRAM RECOMMENDATIONS TO DEVELOP AND IMPROVE GRAND COUNTY'S TRAIL NETWORK.



CONNECTED

A seamless, integrated trail network of spines and links that unite neighborhoods, recreational hotspots, community destinations, and the broader multimodal transportation system.



SOCIAL

A welcoming, collaborative trail network that fosters interaction, pride, and shared stewardship, turning trails into active public places for recreation, connection, and gathering.



EQUITABLE

A dispersed, inclusive trail network that serves all Grand County residents and visitors—regardless of age, ability, income, or location.



FUN

An enjoyable, diverse trail network that enables a wide variety of activities from wildlife watching to long-distance horseback riding to technical downhill mountain biking, while celebrating local culture and landscapes.



SAFE

A comfortable, intuitive trail network that minimizes conflicts between users, addresses barriers and crossings, and provides adequate separation from motor vehicles.



RESILIENT

A sustainable, well-maintained trail system that is designed to protect sensitive resources and adapt to future land use, shifting recreational demands, and changes in climate for generations to come.

DEFINITIONS

ACTIVE TRANSPORTATION

Human-powered modes of movement used for getting from place to place, including walking, biking, rolling (with mobility devices, skateboards, rollerblades, etc.). This includes e-assist devices with maximum assisted speed below 20 mph.



TRAIL NETWORK

An interconnected system of paved trails, natural surface trails, and related infrastructure connecting neighborhoods and destinations within the Moab area for both active transportation and recreation uses. Trail networks consist of "spines" (main, central arteries connecting to major destinations, wide enough to accommodate higher volumes of users) and "links" (smaller local connections to neighborhood destinations).



STATUS

TRAILS CAN BE CATEGORIZED BY STATUS, INCLUDING:

Approved

A trail that has been formally approved by the land manager and has been constructed or signed, or is expected to be constructed or signed within a year of the 2025 Plan update. This includes trails with temporary closures due to damage.

Proposed

A concept trail or route that is in an adopted plan (e.g. the *2011 Non-Motorized Trails Master Plan*) or is a new recommendation in this Plan edition. This information is specified in the Proposed Trails Matrices (beginning on p.110) as "2011 Proposal" or "2025 Concept".

Informal

A trail created by users through repeated traffic that is not formally approved. These trails can create important connections to destinations and recreational opportunities that have not been formally established. Conversely, they can also negatively impact the desert environment and user experience by creating areas of disturbance and leading people off of the desired main route.

Existing

This term is used to describe existing roads that are included because they are commonly used as part of a non-motorized route.



 SERAGO ROSIE | BIOCRUST

TYOLOGY

TRAILS CAN BE ORGANIZED BY TYPOLOGY, INCLUDING:

Natural Surface Trail

732 MILES

A trail on soil, sand, or bedrock that is typically between 12 and 48 inches wide. Trails are often designed and maintained to optimize the experience of a primary user group or activity, such as hiking, mountain biking, skiing or horseback riding, although many trails are used by more than one user group. For example, many trails optimized for mountain bike use are also enjoyed by hikers and runners. These trails may be used for both active transportation and recreation.

Shared Use Path

25 MILES

A two-way travel area physically separated from motor vehicles for non-motorized users, such as bicyclists, pedestrians, wheelchair users, skateboarders, etc., intended for both active transportation and recreation. Paths are typically a paved surface, but a gravel surface can be used instead with special consideration for accessibility.

Bike Lanes

3 MILES

An exclusive space for bicyclists within or directly adjacent to the roadway, using painted markings and/or physical separation, ideally providing adequate protection from motor vehicles for safety and comfort based on speed limits and traffic volumes.

Doubletrack Road

~400 MILES

frequently used as part of non-motorized routes

Total Doubletrack Roads

>5,000 MILES

A natural or gravel surface road designed for motor vehicles where pedestrians, bicyclists, and/or horseback riders are allowed. Many roads in Grand County were originally built by mining companies and ranchers. Some of these remain private, while others are now part of the public right-of-way. Grand County maintains 1400 miles of "Class B" roads, including 200 miles of gravel and 1400 miles of graded natural surface. The County also contains 3,700 miles of "Class D" roads, which are unmaintained and often rugged. Many popular non-motorized routes make use of both natural trail and doubletrack road segments.

EXISTING 100 W TRAIL



GOALS & STRATEGIES

THE FOLLOWING GOALS WERE DEVELOPED IN RESPONSE TO PUBLIC COMMENT IN STAKEHOLDER MEETINGS, PUBLIC VISIONING MEETINGS, AND AN ONLINE SURVEY. RESIDENTS AND VISITORS RANKED BARRIERS TO TRAIL USE AND OPPORTUNITIES TO IMPROVE THE TRAIL NETWORK. SEE CHAPTER 3 FOR A DETAILED BREAKDOWN OF SURVEY RESULTS AND PUBLIC COMMENT.

1. IMPROVE CONNECTIVITY OF THE TRAIL SYSTEM

Connectivity was cited as a central part of the trail system 20-year vision and as a current barrier to trail use.

Strategies:

- Add new paved path connections between existing active transportation spines:
 - Create frequent local connections (“links”) along regional active transportation routes (“spines”).
 - Connections should be as direct as possible to reduce inconvenient detours that can deter active transportation use.
 - Maintain or build a fund balance that can be used as grant match for large-scale paved path projects.
- Improve active transportation access to major trailheads:
 - Consider active transportation facilities, such as shared use paths and separated bike/pedestrian facilities, for access to high-use trailheads within 5 miles of City center (defined as Center St and US 191).
- Connect existing natural surface trail systems to each other with trails consistent with the primary user groups of those trail systems (i.e. mountain biking focus areas should be connected with trails appropriate for mountain bike use)
- Consider developing long-distance connections between communities (i.e. Green River) that are either paved or natural surface.
- Work with landowners and land managers to ensure connectivity between active transportation routes and destinations, including trailheads.



 CORIE SPRUILL | DOWNTOWN MOAB

2. INVEST IN CLOSE-TO-HOME TRAILS

More “close-to-home,” trails, or trails close to neighborhoods that are possible to access without a vehicle, were a common request for hiking, trail running, and mountain biking opportunities. Beginner-friendly level trails were most frequently highlighted as a need, but a variety of trail types and skill levels were requested.

Trails that are located close to residential areas allow residents to easily access outdoor activities and integrate them into daily routines, which provides a myriad of health benefits. This access is especially important for groups that do not have access to vehicles, such as youth.

There are notable challenges to meeting this goal: the Moab Valley is surrounded by cliffs and steep terrain where it is difficult to construct trails and prone to flooding and severe erosion, which can make trails resource-intensive to maintain. Much of the land within the valley is private property, and locating interested property owners and funds to purchase property or easements is also a challenge. However, the benefits of and demand for these trails mean that they are worth prioritizing despite these hurdles.



Strategies:

- Work with a wide variety of public land managers and private land owners to develop new trails close to residential areas. See proposed trail map for details.
- Expand the user group on existing close-to-town trails by creating alternate lines that are at different skill levels or for different tastes. For example, alternative lines on Pipe Dream Trail and on trails at the Brands Non-Motorized Trail System could create more beginner-level and advanced opportunities that would create more variety and facilitate mixed-level groups.



 CORIE SPRUILL | SLICKROCK TRAIL

3.

ADAPT TO EXTREME HEAT AND WEATHER

Extreme heat and inclement weather were cited as major obstacles to both active transportation and recreational trail usage. Requests for shade and water fountains were a recurring theme.

Strategies:

- **Shade:** Collaborate with Grand County Search and Rescue, land managers, and other stakeholders to identify and prioritize high-use trailheads that lack natural shade and install shade structures at these locations. Install shade structures and plant shade trees periodically along longer active transportation corridors. Ensure that shade is available periodically, ideally at ½-mile intervals when possible, along major active transportation spines such as the Spanish Valley Drive Pathway or the Moab Canyon Pathway.
- **River Access:**
 - Work with land managers, such as the Utah Division of Natural Resources, to increase mileage of non-motorized trails along the Colorado River: Opportunity areas include Lion’s Park, the Matheson Wetlands, and UMTRA site.
 - Add safe river access points for individuals and small craft. Opportunity areas include Lion’s Park, UMTRA site, and points along the existing route Colorado River Pathway (along Scenic Byway SR128).
- **Drinking Water:** Increase drinking water access at trailheads and along longer active transportation corridors.

4.

INCORPORATE OPPORTUNITIES FOR EMERGING USER GROUPS

Emerging technologies have created new user groups that are looking for trails available and optimized for their equipment. This includes Class 1 e-bikes and other electronic-assist devices such as e-wheels, and adaptive equipment such as handcycles.

Strategies:

- Plan for e-device use: Plan for infrastructure, maintenance, and user education needs associated with the legal introduction of e-devices into new areas. Install signage to improve safety for all pathway users, including speed limits, stop signs, and other traffic signs.
- Improve access for adaptive equipment:
 - Signage: Include objective trail specifications on all new trailhead signage to allow users to decide if the trail is suitable for their skill level and equipment. Install signage at a height at which information is legible from a wheelchair or handcycle. Include information about adaptive equipment to educate trail users.
 - Existing Trails: Continue to work with adaptive user groups to identify and prioritize existing trails and trailheads that can be modified to improve access for adaptive equipment. Continue to integrate modifications into cyclical trail maintenance .
 - New Trails: Design new trails and trailheads to support adaptive equipment use when the terrain and trail character allow.



5.

CONSTRUCT OR MODIFY TRAILS TO EXPAND RECREATION OPPORTUNITIES

Survey responses included a variety of requests for trails that would facilitate a greater range of outdoor recreation activities than is currently available locally. Popular examples included more “true beginner” mountain bike trails, more mountain bike trails with jumps, advanced features, or a “flow” style, short and long loops options optimized for trail running, equestrian routes separated from cycling and motorized use, and additional ski and hiking trailheads.

Strategies:

- Expand Equestrian Opportunities:
 - Work with the equestrian community to identify and prioritize trails where a separated route would eliminate conflict with cyclists and motorized traffic and create a more safe and enjoyable experience for riders.
 - Consider separated equestrian use when planning and designing new trails in areas used by equestrians.
- Expand Mountain Biking Opportunities:
 - Focus on beginner-level and mixed-level mountain biking opportunities close to town.
 - Identify trails that can incorporate alternate lines (advanced or beginner) or technical trail features to increase opportunities for a wider variety of skill levels
 - Identify terrain appropriate for jump trails.
- Expand Hiking Opportunities:
 - Identify which informal hiking trails may be appropriate for formalization (see Goal 6 below).
- Expand Trail Running Opportunities:
 - Identify areas for short, close to home trail running routes and consider trail design that optimizes trail running (for example, long sections of uphill and downhill trail).
- Skiing and Snowshoeing:
 - Identify areas for more winter trails and areas for new winter trailheads in the La Sal Mountains.
 - Create more winter trails that separate non-motorized and motorized activities.





6. ANTICIPATE AND PLAN FOR INCREASING DEMAND

Grand County's visitation has increased overall since 2011, and visitation has also expanded to trails that previously received low levels of use. Visitors who took the online survey frequently complained of congestion on popular trails, and climbers requested more facilities such as bathrooms, signage, and more parking at popular climbing areas such as Takeout Beach and Wall Street in addition to more trail maintenance.

Strategies:

– Improve Data Collection:

- Install trail counters along active transportation routes, high-use trails, new trails, and on a variety of trail types in order to understand use levels and trends. There are currently very few trail counters on trails in the area, and this information is important for active transportation and recreation planning, funding and grant applications, and for assessing economic impact and as a key performance indicator for the success of advertising or educational campaigns and infrastructure improvements. Areas of interest include:

Spanish Valley Drive Pathway

Raptor Route Trail System (with permission of BLM)

Mud Springs Trail System (with permission of BLM and San Juan County)

- Work with Grand County Economic Development to identify visitor trends and support user group studies.
- #### – Adapt Infrastructure:
- Work with land managers and stakeholders to plan or implement trail infrastructure changes, such as parking areas, restrooms, shade or information pavilions, signage, trail delineation, that support increased trail use. Support increased maintenance levels.
 - Consider adding directionality to trails to reduce user conflict in popular areas.
 - Work with land managers and stakeholders to designate approach trails to roped activities (rock climbing, canyoneering, highlining, etc) in order to improve trailhead facilities and trail maintenance.
- #### – Adapt Operations:
- Anticipate increased levels of maintenance on trails that receive increasing levels of use.
 - Support educational efforts that can decrease user-created impact on trail facilities.
 - Work with the Moab Office of Tourism to ensure that Discover Moab provides accurate trail information that promotes safe and responsible trail use.

7. CONTINUE TO SUPPORT AND IMPLEMENT MAINTENANCE TO PRESERVE QUALITY TRAILS

Many comments mentioned maintenance issues on trails that have been impacted by extreme weather events (such as the Mill Creek Parkway, Moab Canyon Pathway, and Pipe Dream Trail). The lack of comments pointing out general maintenance issues with the overall system speaks to the effectiveness of the current maintenance schedule. Currently, Grand County completes maintenance on the Moab Canyon Pathway and Colorado River Pathway annually, and maintenance on the County-maintained natural surface trails on a 3-5 year cycle. However, a robust plan to respond to extreme events is merited.

Strategies:

- Maintain a fund balance for emergency repair of the County-maintained paved pathways, as advised by the Grand County Roads Department
- Maintain a fund balance for 6 weeks of emergency repair of the County-maintained natural surface trails
- Build flexibility into the ongoing maintenance schedule to allow trail crews to pivot to emergency maintenance after an extreme weather event. Since extreme flooding tends to occur in the late summer, additional time should be allocated for emergency maintenance during this time.





8.

WORK WITH OUTLYING COMMUNITIES TO PLAN LOCALIZED TRAIL SYSTEMS

Several respondents were interested in trails in the Thompson Springs, Green River, and Cisco areas, and in bikepacking or backpacking routes between these communities. These areas merit more in-depth localized plans, prepared in consultation with residents of those communities. Trails should reflect the priorities of residents, as well as the unique topography and features of these

Strategies:

- Create localized plans for each area by building off robust public outreach to community members and stakeholder groups, such as local businesses, trail user groups, and community organizations.

CHAPTER 02.





EXISTING CONDITIONS

HISTORY

The history of trails in Grand County stretches back millenia. Indigenous people traversed the complex canyon terrain in their daily travels and on their way across the greater Colorado Plateau for seasonal movement and trade. Starting in the mid-1700s, European trappers, explorers, and settlers began using these existing trails and carved new ones to move people and goods into and through the region. Ranchers scaled improbably steep gullies and cliffs with their cattle, searching for seasonal pastures. In the 1900s, miners and prospectors built thousands of miles of roads and journeyed into remote corners of the region. Trails have been a mainstay of life in the Moab area throughout human history.

Some of these historical trails have faded back into the landscape or morphed into major transportation arteries, but many are still used recreationally to explore and enjoy the area. Hikers, runners, equestrians, cyclists, off-roaders, and other recreational users still use the same paths traveled by those who once lived on this land long ago.

After the uranium bust in the early 1980s, the City of Moab embraced the economic potential of tourism and outdoor enthusiasts began trickling into the small desert town. Visitors came to experience the scenery and trails inside the two National Parks, but also to test their skills and equipment by exploring the area and routes such as the famous Slickrock Bike Trail.

A major milestone for non-motorized trail development came in 2008 when the BLM Moab Field Office released a new Resource Management Plan that set a goal to establish 150 miles of new singletrack mountain bike trails and 50 miles of new hiking and equestrian trails. The Grand County Trail Mix Advisory Committee, a group that brings together land managers and representatives from each non-motorized user group in the area, formed a partnership with the local nonprofit Canyonlands Natural History Association (CNHA) in order to assist the BLM with accomplishing this shared goal. CNHA employed field staff that worked under the direction of Trail Mix Committee to help design and propose trail projects. With approval from the BLM, they then constructed and maintained these trails.

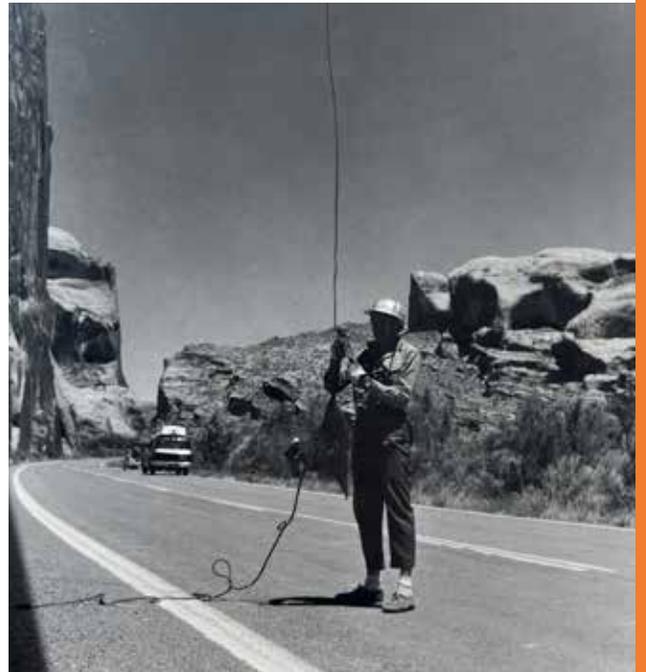
This collaboration proved to be hugely successful, and by 2018, the partnership had built approximately 120 miles of bike trails, 20 miles of hiking trails, and 25 miles of horse trails. Increased staff were needed to complete trail maintenance while continuing to support new projects. In 2019, the staff transitioned from the Trail Mix Committee/CNHA structure into a department within Grand County called Grand County Active Transportation and Trails, or “GCATT” for short. This transition stabilized maintenance efforts and affirmed the importance of non-motorized trails as economic assets.

Today, GCATT has a robust program that has added partnerships with the City of Moab, the U.S. Forest Service, San Juan County, and others, and Trail Mix routinely draws an engaged crowd to its monthly meetings. Looking to the future, the Moab area is expected to remain a major outdoor recreation and tourism destination. The Grand County Non-Motorized Master Plan focuses on improving human-powered travel around the valley, refining our existing trails and trail networks, improving connectivity, enhancing safety, and increasing outdoor opportunities close to home for both existing and new users. This plan seeks to continue the area’s rich history of trails that reflect current community needs.



PHOTO COURTESY OF THE MOAB MUSEUM (SOUTHEASTERN UTAH SOCIETY OF ARTS AND SCIENCES)

PHOTOS COURTESY OF THE MOAB MUSEUM
(SOUTHEASTERN UTAH SOCIETY OF ARTS AND SCIENCES)



PLAN REVIEW

PREVIOUS PLANS AND STUDIES WITHIN GRAND COUNTY AND THE CITY OF MOAB WERE REVIEWED AND CREATE THE FOUNDATION FOR THE *TRAILS MASTER PLAN* UPDATE. BELOW ARE BRIEF SUMMARIES AND KEY THEMES OF EACH REVIEWED PLAN.

2011 Grand County Non-Motorized Trails Master Plan

Countywide blueprint for a non-motorized trail network linking the Moab area with other parts of Grand County.

KEY THEMES

- Strong emphasis on connectivity through commuter paths, neighborhood links, and public lands access.
- Focuses on a variety of users and trail types to reduce conflicts and disperse use to mitigate overcrowding.
- Calls for coordination amongst partners for trail development, acquisition, and robust maintenance strategies.

2017 Moab General Plan

City of Moab's long-range policy document covering land use, economic development, transportation, parks, and environmental stewardship.

KEY THEMES

- Calls for multi-modal connectivity between schools, neighborhoods, downtown, and open spaces.
- Emphasis on expansion of Mill Creek and Pack Creek Parkways for recreation, flood protection, and habitat preservation.
- Includes design standards for active transportation safety and comfort, as well as acquisition strategies for open space and trails.



PAVED COLORADO RIVER TRAIL ALONG UT-128



MILL CREEK PARKWAY UNDERCROSSING AT 400 E

2021 Moab & Spanish Valley 2050 Regional Transportation Plan

Utah Department of Transportation-led regional plan addressing roadway, transit, and active transportation needs.

KEY THEMES

- Includes recommendations for shared use paths, including US-191, SR-128, Spanish Valley Drive, and Kane Creek Road.
- Shows high public support for regional bicycle network and emphasizes safety, connectivity, and regional trail links.

2022 Grand County & Moab Unified Transportation Master Plan

Joint City of Moab and Grand County plan identifying near-term, mid-term, and long-term multimodal improvements.

KEY THEMES

- Features an extensive list of priority shared-use paths, bike lanes, sidewalk infill, and connections to trailheads.
- Includes recommendations for a Complete Streets policy, wayfinding signage, trail acquisition, and other programs and policies to facilitate a more cohesive and integrated active transportation network.

2022 US-191 South Moab Concept Study

Utah Department of Transportation-led concept for improving safety and traffic flow south of Moab.

KEY THEMES

- Preferred design features frontage roads with multi-use trails on both sides of the corridor.

2023 Moab Sustainability Action Plan

Sustainability roadmap with goals for transportation, land use, habitat protection, water, and more.

KEY THEMES

- Includes recommendations for Complete Streets policy, educational campaigns around active transportation, and preservation of the Mill Creek and Pack Creek corridors.

2024 Grand County Spanish Valley Future Land Use Update

Guides development in Spanish Valley, emphasizing collaboration, development of centers and transportation corridors, and preservation of community character.

KEY THEMES

- Features proposed regional and neighborhood centers designed for mixed-use development and multimodal improvements with a focus on active transportation.
- Calls for integration of bike paths/trails with frontage road concepts along US-191.
- Highlights areas of opportunity at the Uranium Mill Tailings Remedial Action Site, near the new Utah State University campus, and near the Old Spanish Trail Arena.

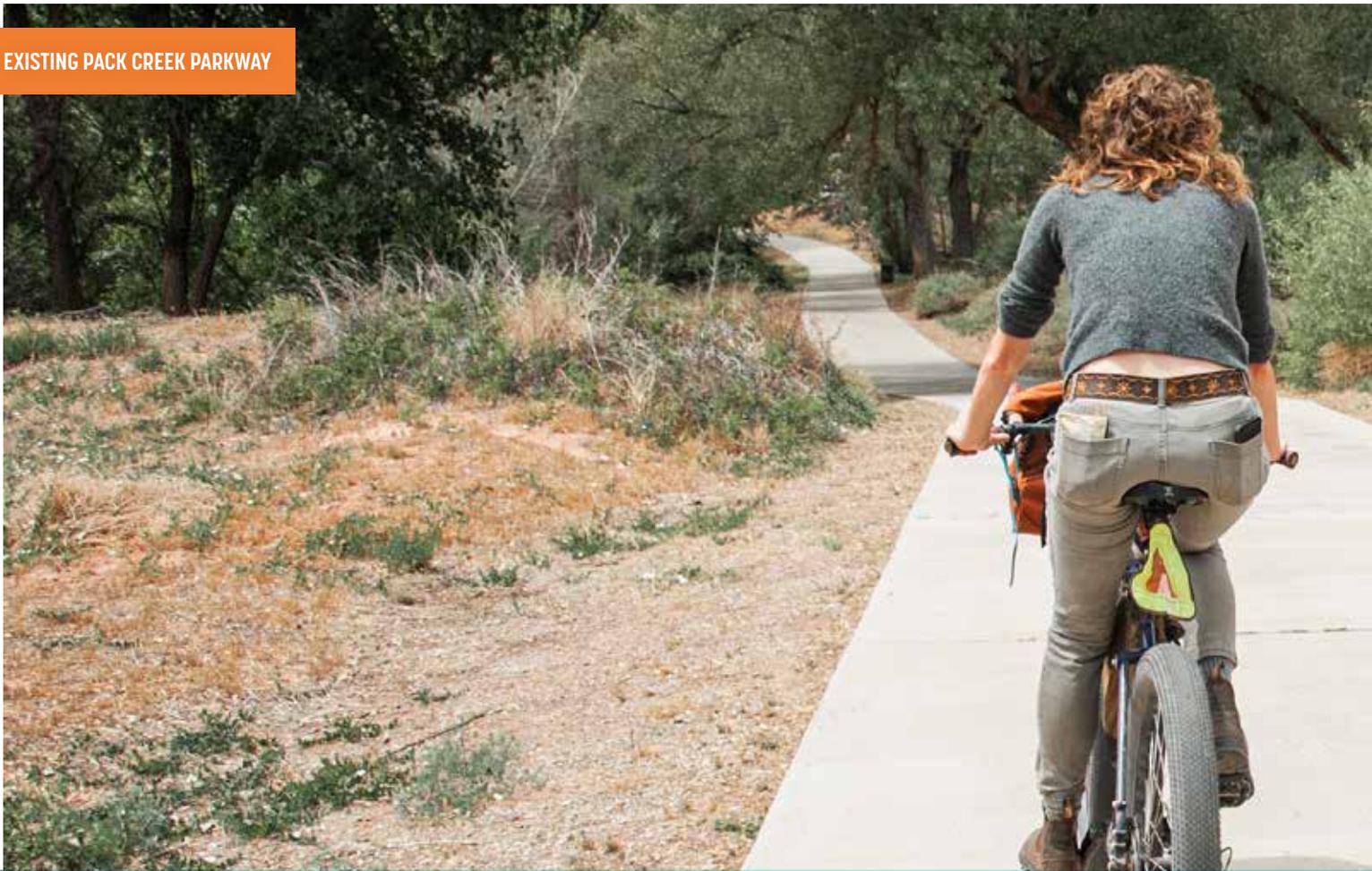
2024 Moab Parks & Recreation Master Plan

A ten-year vision for parks, trails, and recreation facilities in the City of Moab.

KEY THEMES

- Shows strong public support for trails and better connections.
- Includes detailed trail design standards with emphasis on ADA access, signage/wayfinding guidelines, and acquisition priorities for trail corridors.

EXISTING PACK CREEK PARKWAY



2024 UDOT Main Street Safety Assessment

A road safety assessment, led by Utah Department of Transportation, for US-191 (Main St) in the City of Moab.

KEY THEMES

- Includes short-term, mid-term, and long-term pedestrian and bicycle safety measures.
- Emphasizes opportunities to integrate trails, connections, and safe crossings into roadway improvements.

Other Plans

Although not approved, the *Moab Downtown Plan (2024)* creates a vision for a walkable, resident-friendly downtown balancing tourism and local needs. It provides helpful insight into pedestrian safety improvements, bike route recommendations, and wayfinding signage. Additionally, the *Mill Creek Community Collaborative Recommendations (2021)* plan was reviewed for integration between the active transportation network and recreational trails in Mill Creek Canyon.

See **Appendix A. Previous Plan Recommendations** for facilities and spot improvements from previous plans in Grand County.



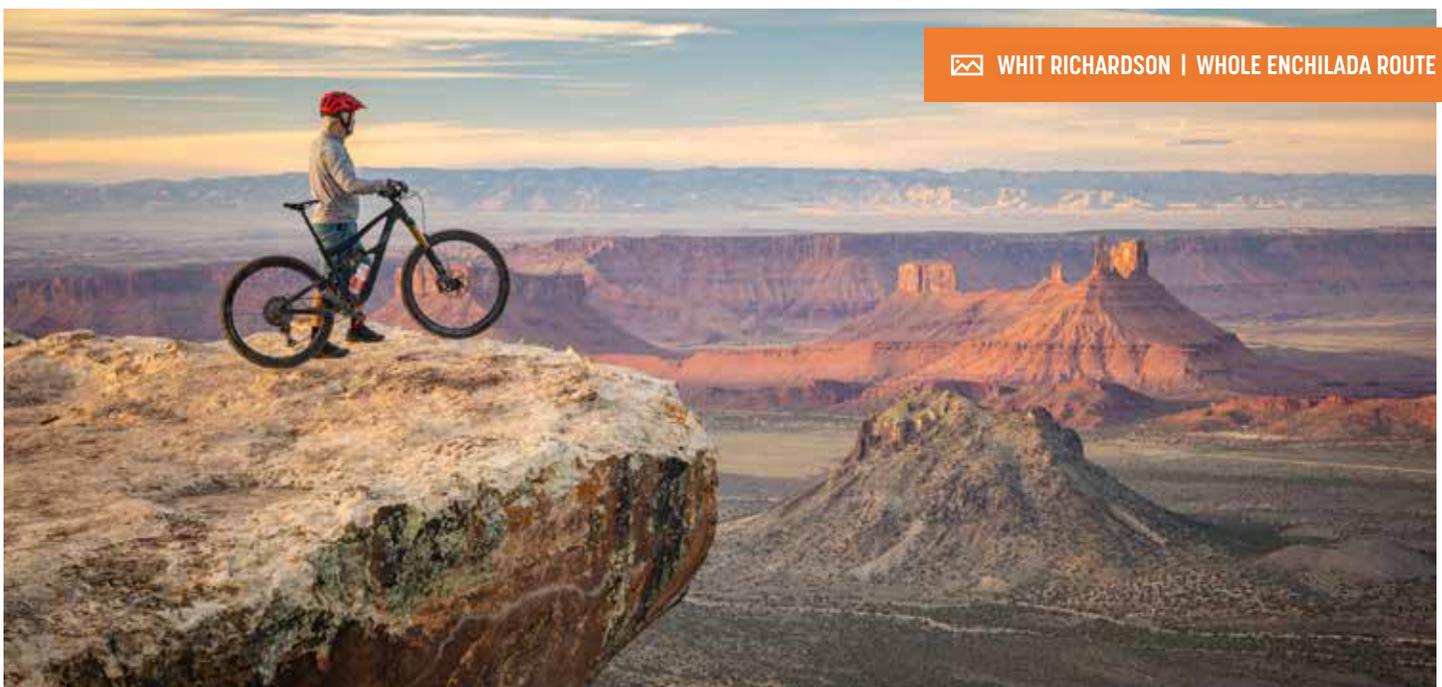
EXISTING TRAIL NETWORK

GRAND COUNTY IS HOME TO AN ICONIC TRAIL NETWORK OF INTERNATIONAL FAME—ONE OF THE MOST DIVERSE, ROBUST, AND WELL-USED IN THE WEST.

The existing network includes an interconnected system of paved trails, natural surface trails, and related infrastructure that connect neighborhoods and destinations within the Moab area and are used for both active transportation and recreation purposes. The network serves a wide spectrum of users, from technical mountain biking trails, such as The Whole Enchilada route and Slickrock Trail, to paved paths for families and commuters, such as the Moab Canyon Pathway and Mill Creek Parkway, to the numerous hiking and equestrian trails through the red rock landscape of mesas and buttes. The network consists of spines—the main, central arteries that connect to major destinations—and links, which provide smaller local connections to neighborhood destinations.

Together, the trail network creates a foundation for recreation, tourism, and active living. However, gaps in connectivity, pressure from growing visitation, and the need for equitable access across the Moab area highlight the importance of planning for the future. The existing network provides both strengths to build on and challenges to address as partners work toward a more connected, safe, and sustainable trail system in Grand County.

The existing network of natural surface trails can be found on maps and matrices in the "Network Recommendations" section (p. 71).

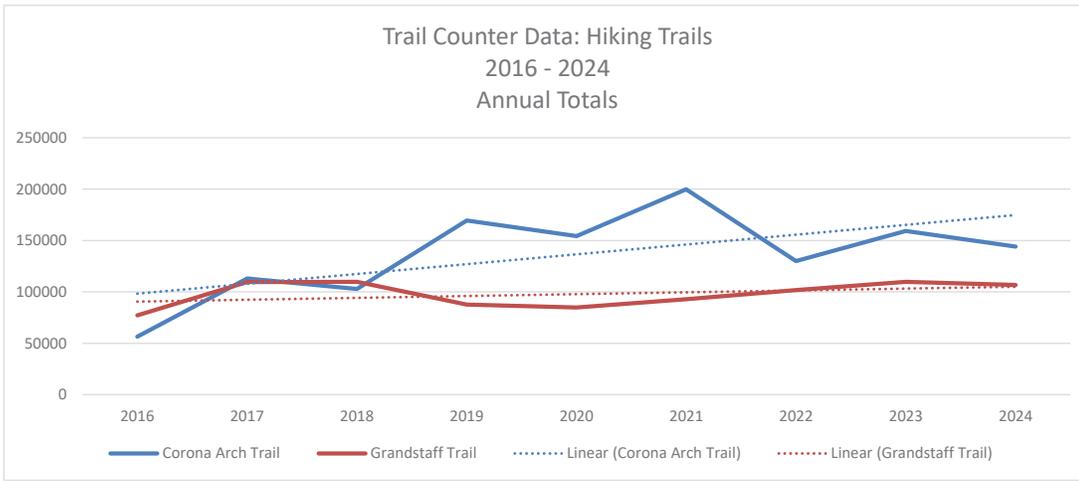


TRAIL USE DATA

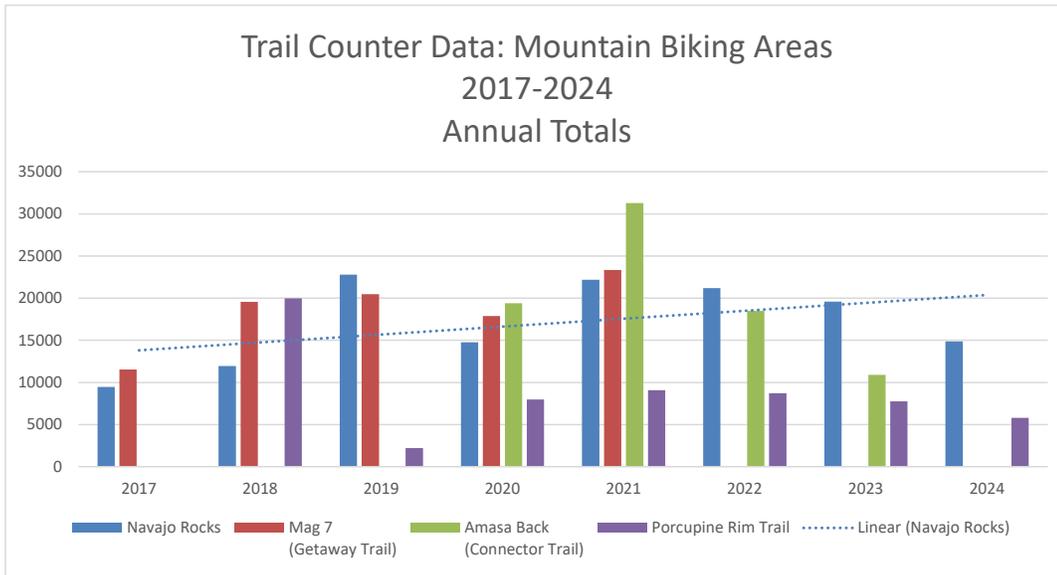
The following trail use data is derived from trail counters installed and maintained by the BLM Moab Field Office and U.S. Forest Service. Infrared beam counters, which detect all trail users, tend to be used on trails with high numbers of hikers or mixed user groups. Magnetic counters only detect bicycles, and are generally installed on trails where mountain bikes are the primary users. Several factors should be kept in mind when interpreting this data.

- The counter data represents “recorded counts” rather than people. For the infrared counters, multiple people walking closely together may be recorded as one count, and wildlife, such as deer, can be recorded. The layout of the trail system also influences how users are recorded. If trail users travel out-and-back past the counter, then they will be recorded twice. In trail systems with multiple loops or different start and end points, users may only pass the counter once and be recorded once.
- Trail counters have been installed at different times and are sometimes removed in order to be used in a different area. If no data is shown for a trail in a particular year, the counter was not installed at that time.
- There are occasional gaps in data collection due to damage or loss of trail counters. The equipment occasionally malfunctions or is vandalized.
- Overall, the data shown below is useful for tracking long-term trends and relative use compared to comparable areas, rather than the exact numbers of visits to trails.

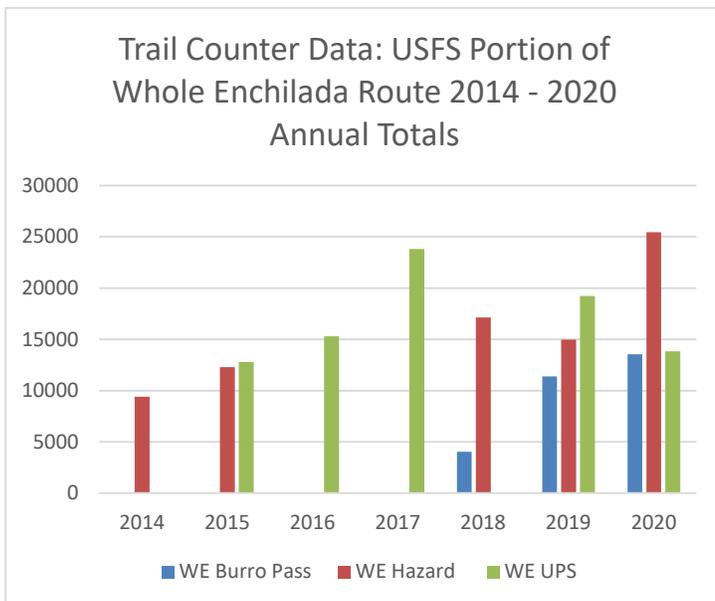
NAME OF TRAIL SYSTEM OR TRAIL	LOCATION OF COUNTER	COUNTER TYPE	LAND MANAGER	DIRECTIONALITY
Mag 7	Near TH (beginning of Getaway Trail)	TrafX Magnetic	BLM	Both
Navajo Rocks	Near TH (beginning of	TrafX Magnetic	BLM	Both
Whole Enchilada (WE)	End of Porcupine Rim Singletrack Trail	TrafX Infrared	BLM	1-Way
Amasa Back	Near TH (middle of Amasa Back Connector Trail)	TrafX Infrared 1st, TrafX Magnetic 2nd	BLM	Both
Moab Brands	Near TH (beginning of road to Lazy/EZ/ North 40 Trails)	TrafX Infrared	BLM	Both
Moab Canyon Pathway	Near Courthouse Wash TH	TrafX Infrared	BLM	Primarily 2-Way
Corona Arch Trail	Near TH	TrafX Infrared	BLM	1-Way
Grandstaff Trail	Near TH	TrafX Infrared	BLM	Primarily 1-Way
Burro Pass, WE	Junction of Wet and Dry Fork Trail	TrafX Magnetic	USFS	Both
Hazard , WE	Near Hazard TH	TrafX Magnetic	USFS	Primarily 1-Way
UPS, WE	BLM/USFS boundary	TrafX Magnetic	USFS	Primarily 1-Way
Manns Peak Counter		TrafX Infrared	USFS	Primarily 2-Way
Tuk Springs Trail		TrafX Infrared	USFS	Primarily 2-Way
Winter Use at Geyser Pass Trailhead		TrafX Infrared	USFS	Primarily 2-Way



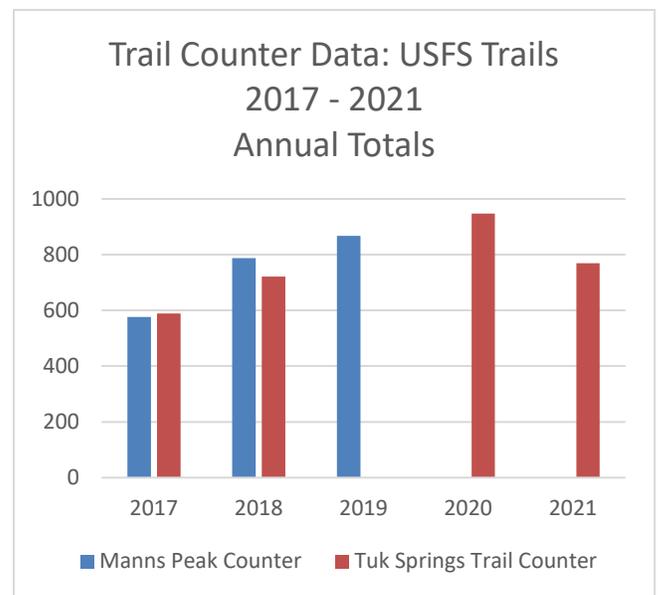
This graph shows the total annual counts on two popular hiking trails, Corona Arch and Grandstaff, over a nine-year period. The counters indicate a visitation pattern that is consistent with larger visitation trends for the area: a steady increase in trail use through 2019; a decline during the Covid-19 pandemic in 2020; a peak in use in 2021 followed by a decrease in 2022. The linear trend during this timeframe is an increase in trail use.



This graph shows the total number of annual recorded counts at a variety of mountain biking trail systems. Some counters were installed or removed from these locations during this time period, and so data is not available for every year.

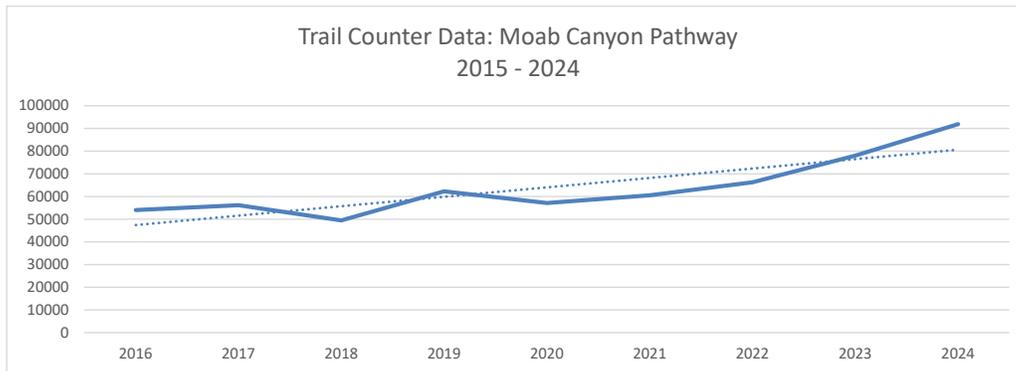


The annual recorded counts of mountain bikes on the top portion of the popular Whole Enchilada Route.

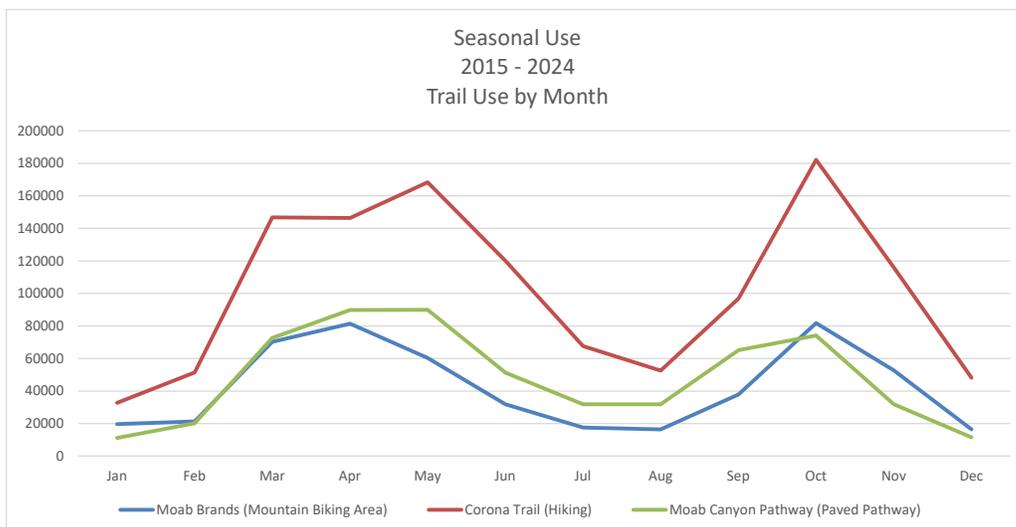


The annual recorded counts at two trailheads in the La Sal Mountains. Manns Peak is open to hiking and equestrian use only. Tuk Springs is open to hiking, equestrian, and mountain biking.

TRAIL USE DATA



This graph shows the total number of annual recorded counts along the Moab Canyon Pathway near Courthouse Wash. The data indicates a steady increase in pathway use.



This graph combines data from Corona Arch Trail (hiking), the Moab Brands (mountain biking), and the Moab Canyon Pathway (multi-use paved pathway) to show average use by month over a 10 year period. Patterns are consistent between these areas: the trails receive the most use during the spring and fall season and much less use during the winter, when the temperatures are more extreme.

As noted in Goal #6, there are currently limited trail counters in the area and a need for additional counters along active transportation routes, high-use trails, new trails, and on a variety of trail types in order to understand use levels and trends. This information is important for planning, funding and grant applications, and for assessing economic impact and the impact of changes to the trail system.

TRAIL HIGHLIGHT

MOAB CANYON PATHWAY (US-191 SHARED USE PATH)

The Moab Canyon Pathway, running adjacent to US-191, creates a 13-mile paved route between the City of Moab and SR-313, offering access to two national parks and one state park. Often tracing the old highway corridor of 191, the trail offers a safe, comfortable alternative to the high-speed and busy state highway. According to Bureau of Land Management trail counter data, this trail saw approximately 30,000 users in 2019.

Heading north from its southern terminus at Emma Blvd in Moab, the trail connects to various visitor accommodations and neighborhoods in the northwest area of the city on the way to Lions Park. At the park, the trail traverses the iconic 600-foot pedestrian bridge over the Colorado River—complete with an art installation entitled “Forces at Play” by artist Michael Ford Dunton.



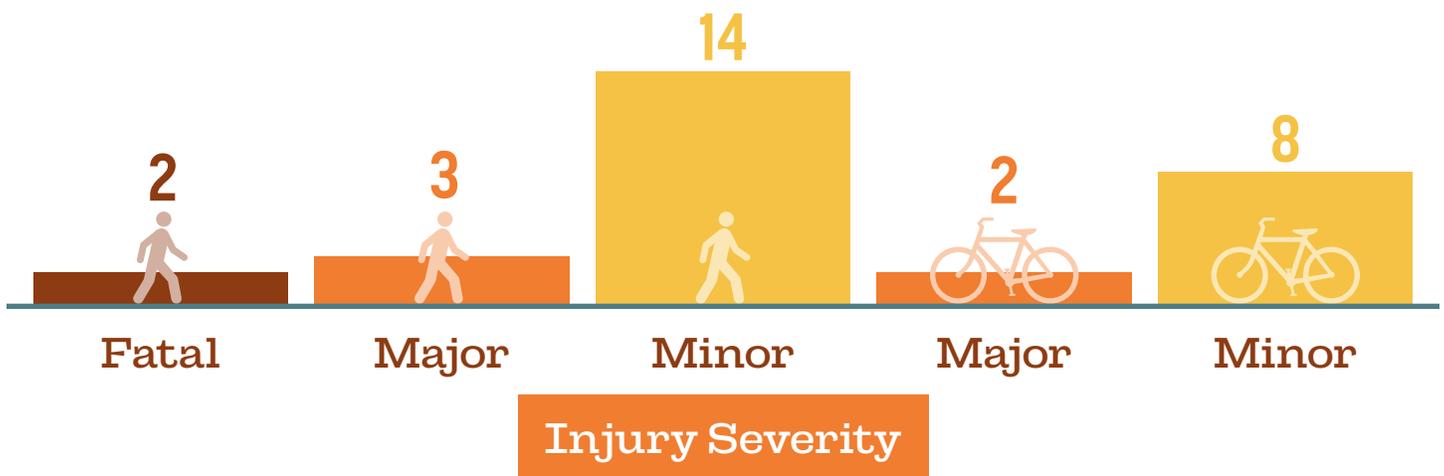
As the gateway for the city and region’s public lands destinations, Lions Park serves as a small mobility hub with a Moab Area Transit (MAT) bus stop and a park-and-ride for shuttles and tour operators. Beyond the Moab Canyon Pathway, the park also features two underpass crossings beneath SR-128 and US-191, as well as the two-mile Colorado River Trail (Goose Island Trail) along SR-128 to Grandstaff Canyon and the Porcupine Rim Trailhead—an important connection to the end of the iconic Whole Enchilada route.

After Lions Park, the Moab Canyon Pathway enters the stunning red rock landscape. Two miles in, users reach the entrance to Arches National Park with direct access to the Visitor Center via a connector trail. Continuing past Arches, the trail climbs 525 feet over 6.5 miles past various destinations, including the Moab Brands Non-Motorized Trail System, Gemini Bridges Trailhead and Campground, and Moab Giants, a dinosaur-themed open-air museum at the junction of US-191 and SR-313. This junction opens up various connections to some of the region’s most scenic and geologically significant landscapes, including Dead Horse Point State Park and Canyonlands National Park’s Island in the Sky District. With its accessibility and stunning surroundings, the Moab Canyon Pathway is a cornerstone of Grand County’s trail network—connecting people to nature, recreation opportunities, and each other.



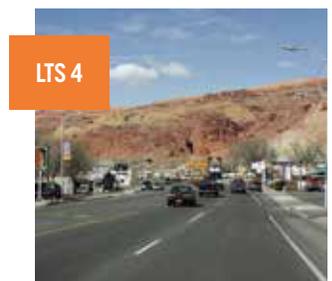
SAFETY ANALYSIS

Over the past five years (June 2020 to June 2025), there have been 19 pedestrian-involved vehicle crashes and ten bicycle-involved vehicle crashes. Of the pedestrian-involved crashes, 14 resulted in minor injuries, three major injuries, and two fatalities. Nine were during night hours—four lighted, four not lighted, and one unknown—and ten during daylight hours. Only one was during slick road conditions; the rest during dry road conditions. Of the bicycle-involved crashes, eight resulted in minor injuries and two major injuries. All were during daylight hours, and only one was during slick road conditions—the rest dry. **Map 02. Safety Analysis Map** shows pedestrian and bicycle-involved vehicle crash locations and level of traffic stress classification for Utah Department of Transportation roads.

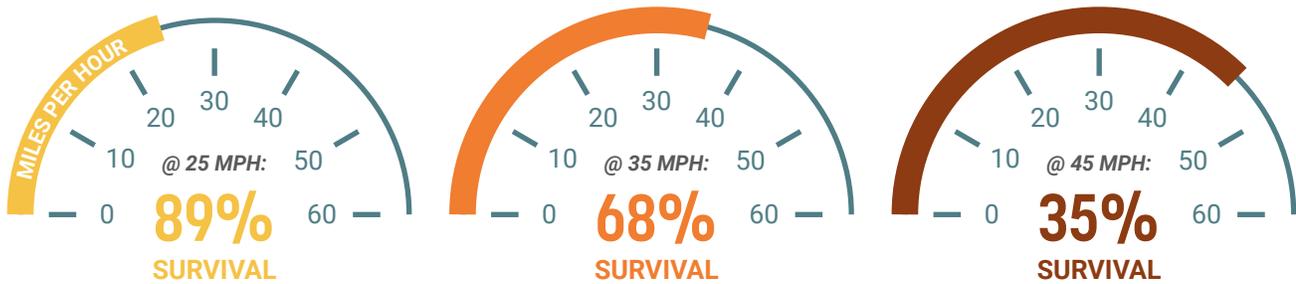


Level of traffic stress (LTS) is a method for classifying streets based on how comfortable a cyclist may feel. It maps the perceived stress level from vehicular traffic on a scale from one to four:

- **LTS 1 (Very Low Stress):** Suitable for all ages and abilities, including children and families.
- **LTS 2 (Low Stress):** Comfortable for the “Interested but Concerned” population, suitable for most adults.
- **LTS 3 (Medium Stress):** Comfortable for confident cyclists, an increasing stress for most.
- **LTS 4 (High Stress):** Suitable only for the “Strong & Fearless” cyclists, usually requiring interaction with high-speed and/or high-volume traffic with little to no protection.



Of the bicycle-involved crashes, five were on roads with LTS 3 and 4 (all minor injuries), whereas three were on LTS 1 and 2 (two major injuries and one minor). Of the pedestrian-involved crashes, 14 were on roads with LTS 3 and 4 (two fatalities, three major injuries, and nine minor) and four were on LTS 1 and 2 (all minor injuries). Both pedestrian fatalities were on US-191, which is LTS 4. US-191 is a major barrier for the active transportation network as noted by the frequency and severity of pedestrian and bicycle-involved crashes (two fatalities, three major injuries, and 13 minor).



Pedestrian Collision Survival Rates

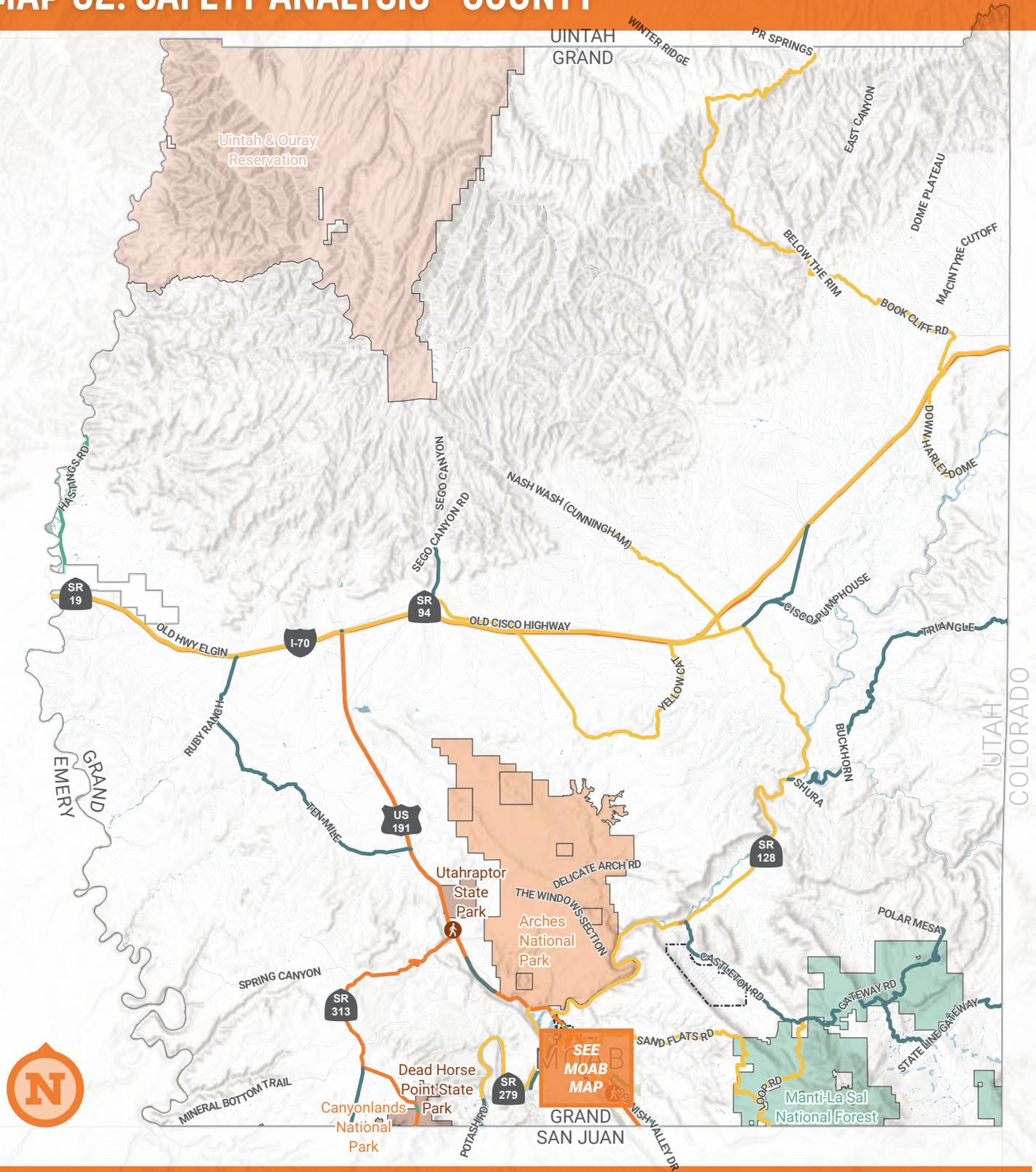
Studies show that vehicle speed dramatically impacts survival rates in crashes. At 25 mph, pedestrians and cyclists have a much higher chance of surviving. At 35 mph or higher, survival rates drop significantly, as is [evidenced by the two fatalities on high-speed sections of US-191 \(between 55 and 65 mph\)](#). This pattern highlights the importance of reducing speeds on roads with limits exceeding 35 mph, especially where pedestrians and cyclists share the road. Where this is not feasible, adequate separation and/or protection from vehicle traffic should be provided.

Regarding speed reduction, it is important to note that simply posting a lower speed limit is not nearly as effective as designing the roadway for lower speeds. This can be done with traffic calming measures, such as raised crosswalks, speed tables, chicanes, and bulb-outs, as well as lane width reductions and road dieting.



TRAFFIC CALMING ON CENTER STREET IN MOAB

MAP 02. SAFETY ANALYSIS - COUNTY



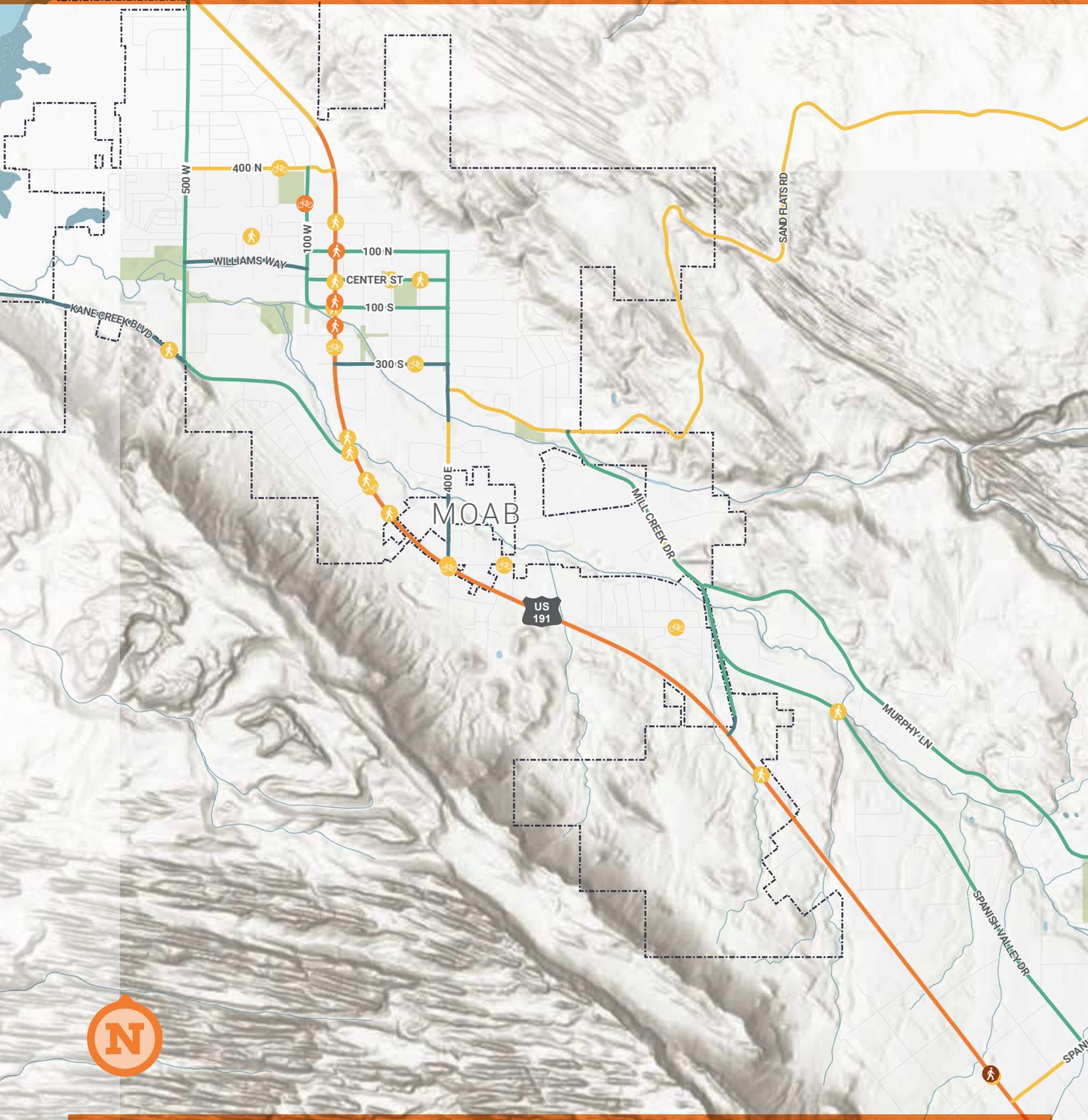
LEGEND

- | | | | |
|----------------------------|--------------------|--------------------------------|-------|
| Crash Type - Injury | | Level of Traffic Stress | |
| Cyclist - Minor | Pedestrian - Minor | LTS 1 | LTS 1 |
| Cyclist - Major | Pedestrian - Major | LTS 2 | |
| Cyclist - Fatal | Pedestrian - Fatal | LTS 3 | |

This map shows pedestrian and bicyclists-involved crashes and level of traffic stress data for Utah Department of Transportation (UDOT) roads.



MAP 03. SAFETY ANALYSIS - CITY OF MOAB



LEGEND

Crash Type - Injury

-  Cyclist - Minor
-  Cyclist - Major
-  Cyclist - Fatal
-  Pedestrian - Minor
-  Pedestrian - Major
-  Pedestrian - Fatal

Level of Traffic Stress

-  LTS 1
-  LTS 2
-  LTS 3
-  LTS 1

This map shows pedestrian and bicyclists-involved crashes and level of traffic stress data for UDOT roads.



OPPORTUNITIES ANALYSIS

By analyzing which destinations residents and visitors need and would like to go—schools, parks, healthcare facilities, employment hubs, shopping areas, trailheads, and major recreation areas—this plan identifies barriers to connectivity and opportunities to expand and enhance access to these destinations.

This data is informed by the plan’s Guiding Principles:



CONNECTED

Major highways, like US-191, can fragment connectivity and limit safe travel between destinations. Investing in safe, comfortable crossings and separated facilities can help repair fragmented connectivity caused by barriers. Building upon the existing network (such as the Moab Canyon Pathway and Mill Creek Parkway), links can be developed to neighborhoods, schools, parks, trailheads, and future development areas to form a seamless, countywide network.



EQUITABLE

Current gaps leave some neighborhoods, such as Mountain View, Holyoak, and Spanish Valley, without direct access to the network. Gaps can be defined as missing infrastructure or uncomfortable conditions (LTS 3 or 4) that disrupt seamless travel for active transportation users. Links to the trail network should extend into every neighborhood, providing direct access to the trail network regardless of age, income, or ethnicity. Every resident, from children to the elderly, should have access to a safe, comfortable active transportation facility to access jobs, services, and entertainment.



SAFE

High rates of pedestrian and bicycle-involved vehicle crashes on high-speed and/or high-volume corridors, like US-191, highlight existing dangers and the need for intentional improvements. Developing facilities that are comfortable for all ages and abilities requires an adaptable approach that incorporates the speed and volume of adjacent vehicular traffic, the surrounding land use, available space, and other context. Low-speed/volume streets may need minimal improvements, like a bicycle boulevard and traffic calming, whereas high-speed/volume streets may require significant changes, such as a protected bike lane or shared use path.



SOCIAL

The intensifying summer heat and lack of shade, amenities, and lighting along some trail corridors can reduce the social capacity of facilities. Trails function as important informal public spaces, which foster interactions between residents, connection to place for visitors, commerce, and a source of local pride and stewardship. Amenities should be added to facilitate the use of these public spaces, such as dark-sky compliant lighting, shade, rest areas, drinking fountains, and bathrooms.



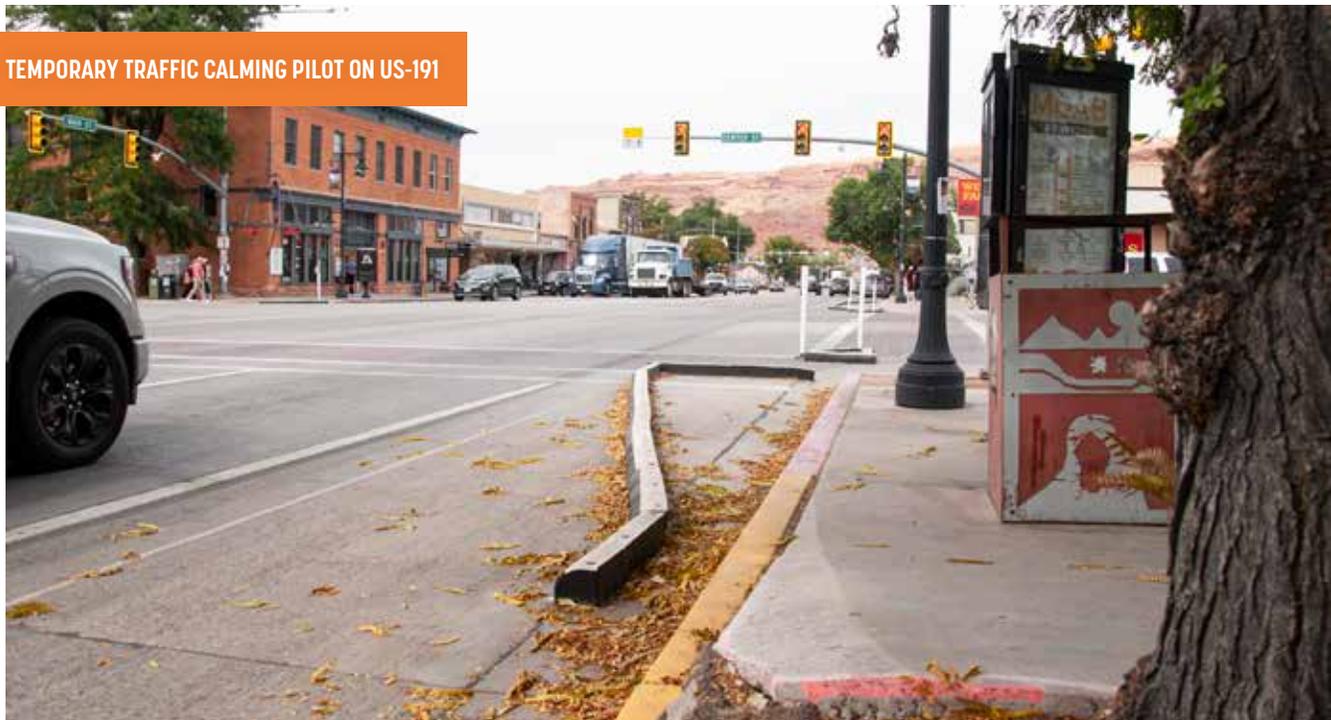
FUN

Heavy visitation, popular attractions, and destination trails can concentrate use on certain trails or locations, creating conflict between user groups and degrading the trail experience. Grand County offers one of the most varied trail networks in the country, ranging from technical downhill mountain biking to scenic red rock-lined equestrian trails to paved shared use paths connecting directly into the commercial corridor. Building on this foundation, new and improved routes can further expand recreational options, disperse users to mitigate conflict, and attract repeat visitors.



RESILIENT

Trail planning should incorporate long-term adaptability to changing user preferences, recreation demands, maintenance responsibilities, and management policies to protect cultural and environmental resources. A patchwork of property ownership, a fragile desert environment, and changing climate conditions will make stewardship a constant challenge.



TEMPORARY TRAFFIC CALMING PILOT ON US-191

CHAPTER 03.





ENGAGEMENT

BIKE AUDIT

A bike audit of existing and proposed facilities around the Moab Area toured key opportunities and challenges for improving Grand County's trail network. The review included high-use corridors, community destinations, and future project areas.

Stop 01. US-191 / 100 N

KEY THEMES

- Limited feasibility for bike facilities on US-191 in the downtown core; focus on improving crossings and parallel corridors (e.g., 100 W and 100 E).
- Consider traffic calming (e.g., temporary bump-outs, protected turns, and median refuges) and wayfinding to direct cyclists to preferred routes.
- On-street parking preservation should be balanced with safety considerations for bicycles and pedestrians.

Stop 02. US-191 / Emma Blvd

KEY THEMES

- Emma Blvd pedestrian hybrid beacon crossing is a critical connection for active transportation into city from Moab Canyon Pathway along US-191.
- Users have trouble navigating to 100 W Trail with lack of signage or trail is out of their way.
- US-191 south of Emma Blvd is dangerous due to driveway conflicts and high-volume traffic; cyclists on sidewalks can lead to conflict

with pedestrians.

Stop 03. 100 W / 400 N

KEY THEMES

- 100 W is a key north-south route to HMK Elementary; important connection to Swanny City Park and Moab Recreation and Aquatic Center as well.
- Some users confused with what facility to use on 100 W with shared use path and bike lanes.
- Improvements needed at 400 N / 100 W intersection; good candidate for roundabout with opportunity for placemaking in the middle.
- Lots of pedestrians on 400 N from Grand Oasis community.

Stop 04. Anonymous Bike Park

KEY THEMES

- Heavily used community destination; shared use path on 500 W provides connection to bike park, hospital, and MAPS housing.
- Connection to downtown and 100 W via Williams Way.
- Mill Creek Parkway between 100 W and 500 W frequently washed out; sand is hard

to navigate for cyclists and users with accessibility needs.

Stop 05. Williams Way / 100 W

KEY THEMES

- Dangerous intersection for all roadway users with two-way shared use path on 100 W.
- Traffic calming on Williams Way and intersection improvements needed (e.g., high-visibility paint, signage, and/or bulb-outs).

Stop 06. Bullick Cross Creeks Park

KEY THEMES

- City/County working with private property owners along Pack Creek to secure access for trails.
- Flood control easements and riparian corridor ordinance could guide future acquisition.
- Acquisitions should be framed as long-



term (20-100 years) to ease landowner concerns.

Stop 07. Moab Community Cycles

KEY THEMES

- Bike co-op building inclusive bicycle community and affordable commuting options for residents.
- Issues with thefts around expensive mountain bikes and locals hesitant to use for commuting purposes; organization filling this gap with second-hand bikes and recycled parts.

Stop 08. Kane Creek Blvd / Aspen Ave

KEY THEMES

- New shared use path being built on Kane Creek Blvd with RRFB crossing.
- Skunk Valley bridge over Pack Creek provides critical connection between Mountain View neighborhood and US-191; bridge in poor condition and needs to be replaced.
- Provides connection from downtown to Pipe Dream—most popular town-adjacent natural trail.
- Potential Pack Creek Parkway could provide critical connection between Mill Creek Parkway and US-191; potential undercrossing possible at Pack Creek and US-191 through existing creek culvert to Grand County High.

Stop 09. US-191 / Uranium Ave

KEY THEMES

- City Market is important community destination; hard to access via active transportation.
- Potential area for placemaking and improvements on the market property (e.g., high-visibility bicycle route and

bike racks).

- Consider connections from surrounding neighborhoods to market; pedestrian hybrid beacon crossing at US-191 provides important crossing from west-side of Moab to market and schools.
- Future trail on Uranium Ave and 100 E will provide further connections to the Mill Creek Parkway and Bark Park.

Stop 10. Mill Creek Parkway / US-191

KEY THEMES

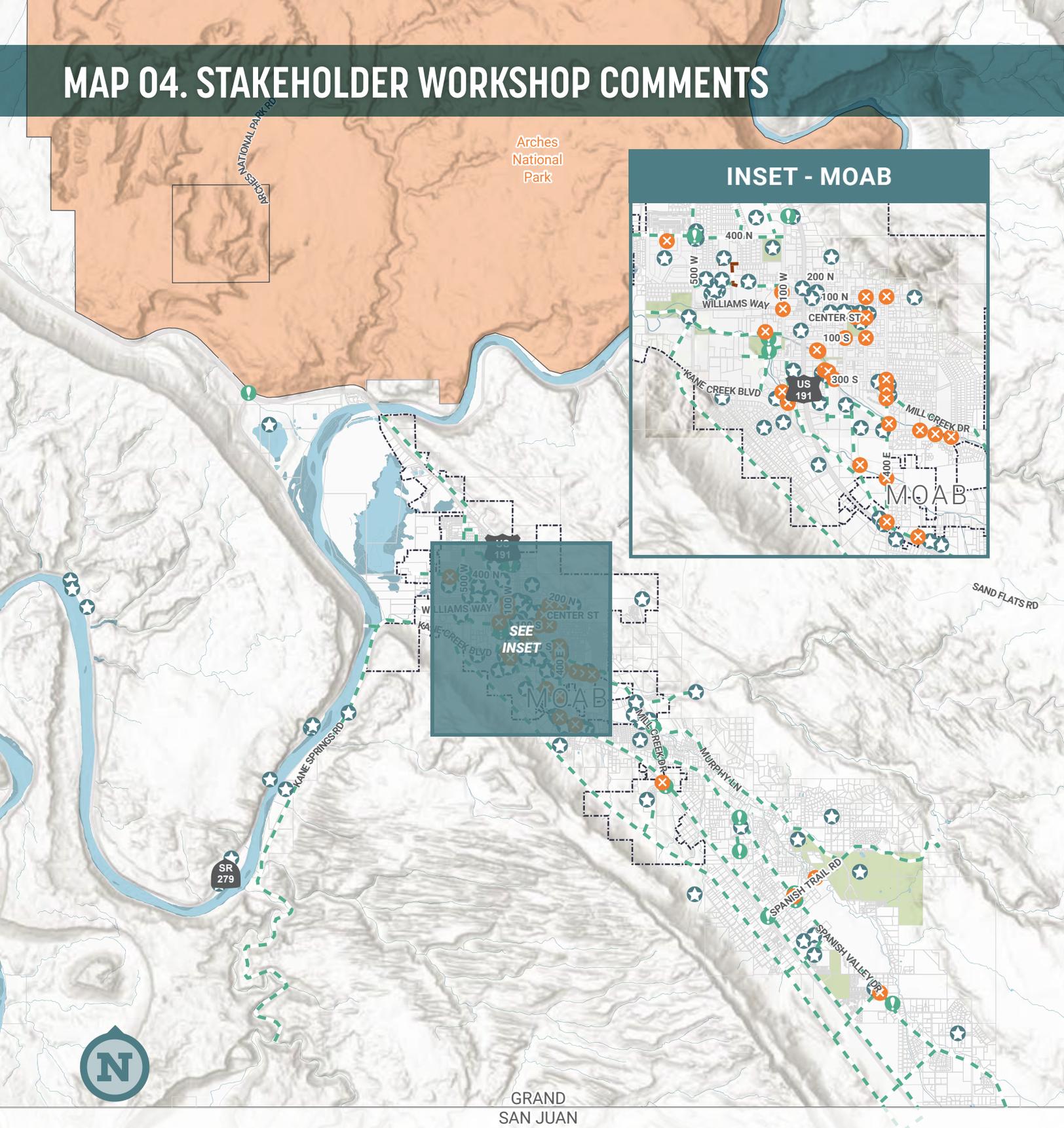
- Only grade-separated US-191 crossing; experiences frequent flooding issues—needs redesign (e.g., barrier between creek and bridge, better drainage, and bank stabilization).
- Need trail design standards for shared use paths (e.g., lighting at intersections, minimum widths, blind corners, striping, and speed limits).
- 300 S proposed to get complete street improvements; wide right-of-way has opportunity for protected/separated facility.
- 100 E and 400 E are important active transportation routes; need safer/more protected facilities.

Stop 11. Mill Creek Dr / Spanish Valley Dr

KEY THEMES

- Planned trail along Mill Creek Dr and Spanish Valley Dr; potential public space and placemaking at intersection.
- Area is planned for high-density/mixed-use, which will increase the active transportation demand.
- Additional potential connections from Mill Creek Parkway and Rotary Park to the future Spanish Valley Dr Trail, as well as improvements to Sand Flats Rd into Sand Flats Recreation Area and

MAP 04. STAKEHOLDER WORKSHOP COMMENTS



LEGEND

- | | |
|---------------|------------------------|
| Points | Proposed Trails |
| ★ Destination | ▣ Paved |
| ⊗ Barrier | ▣ Soft Surface |
| ! Opportunity | ▣ Natural |

This map shows highlighted points, including destinations, barriers, and opportunities, and proposed trails by surface type.



STAKEHOLDER WORKSHOPS

Between May and July 2025, more than 140 people participated in 10 targeted stakeholder meetings including various focus groups and topics, such as equestrians, roped activities, Mulberry Grove neighborhood, vulnerable street users, business owners, recreational trail users, and active transportation users.

HIGH-PRIORITY CORRIDORS

Spanish Valley Drive was frequently discussed as a high priority with many residents and businesses viewing it as essential for safe to various destinations, including Old City Park, Spanish Trail Arena, and other businesses. Stakeholders also suggested additional connections and improvements, including access to the Mountain View neighborhood, paving the natural surface portions of the Mill Creek Parkway, a west-side paved trail along utility easements, a bridge across the Colorado River at Kane Creek Road, and a bridge across Mill Creek at Potato Salad Hill.

WAYFINDING SIGNAGE & AMENITIES

Stakeholders emphasized a need for cohesive wayfinding signage along and onto existing shared use paths, including

the Mill Creek Parkway, Moab Canyon Pathway, 100 W, and 500 W. Shade, seating, lighting, and bike repair stands were among the top amenity requests, particularly for long exposed corridors and areas perceived as unsafe at night.

PROBLEM SPOTS

Main Street's pedestrian environment, high-conflict intersections (e.g., 100 W/Williams Way, 400 E/Locust Ln, 400 E/Mill Creek Dr, 400 E/US-191, 400 E/Minor Ct, and intersections around Center Street Ballparks), confusing shared use paths (notably 100 W), and new angled parking in the Downtown core were repeatedly identified as needing adjustments to improve safety and comfort.

POLICIES & PROGRAMS

Recommendations included a citywide Complete Streets policy, construction detour protocols for sidewalks and bike lanes, and youth education programs on e-bike safety, riding etiquette, and bike repair. Other recommendations included activation, such as food trucks, kiosks, or events, along trails and at parks to improve safety and add "eyes-on-the-street".



SURVEY

The online survey and associated comment webmap were open for a little over a month between July and August 2025. Two surveys were conducted, one targeted at residents and one for visitors. Results have been summarized for each group, then compared between residents and visitors.

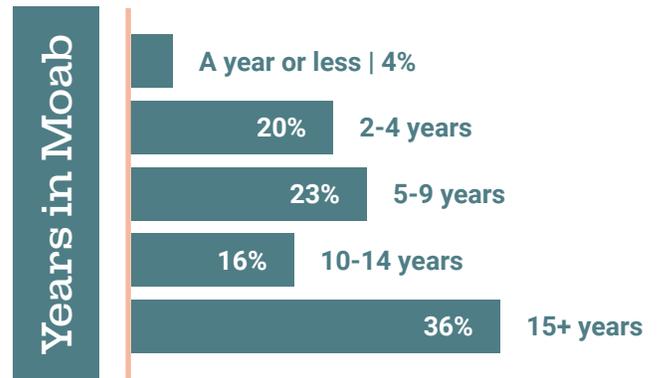
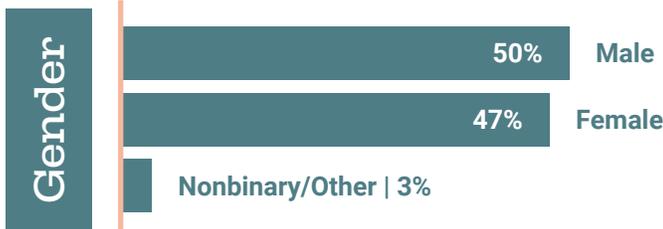
Resident Survey Profile

The resident survey drew a total of 345 participants. Nearly two-thirds were from the City of Moab and over one-fourth were from Spanish Valley in Grand County. Most were established residents (10+ years in the Moab area) and centered around middle age. There were slightly more respondents that identified

as male versus female. Three percent identified as nonbinary or other.

92% percent identified as White/Caucasian; two percent each as Hispanic/Latino or Other; one percent each as Asian, American Indian/Alaskan native, and two or more races; and less than one percent as Black/African American.

Household income was roughly at Grand County’s median income level (\$62,521 in 2023), with the \$50,000 to \$74,999 bracket being the most common. Most respondents were homeowners, while one-sixth were renters.

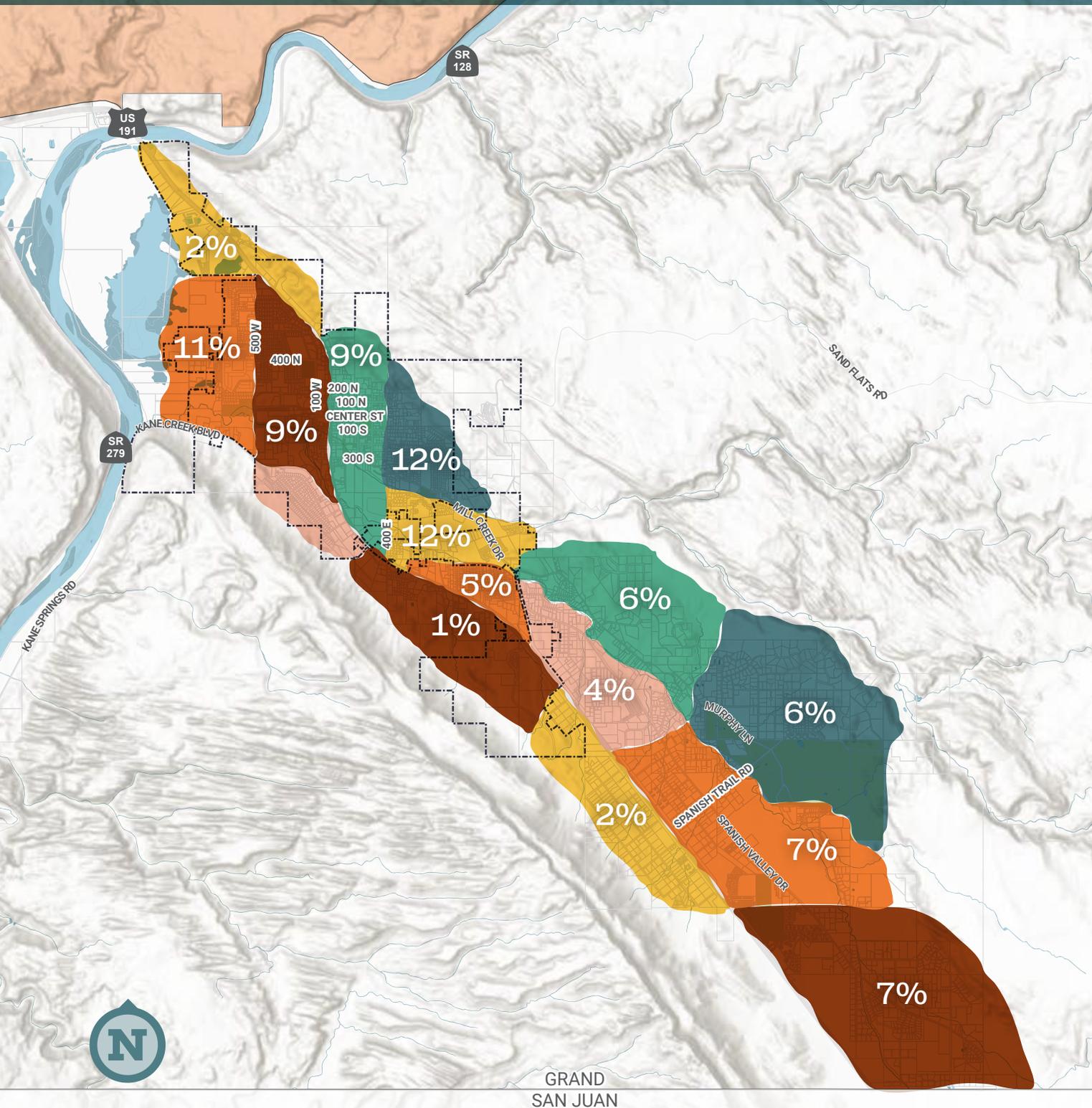


Places of Residence



*Note: Castle Valley and Thompson Springs had less than one percent each.

MAP 05. PLACE OF RESIDENCE IN MOAB BY NEIGHBORHOOD



LEGEND

- Neighborhood Zones
- City of Moab

This map shows percentage of survey respondents from various Moab area neighborhoods.

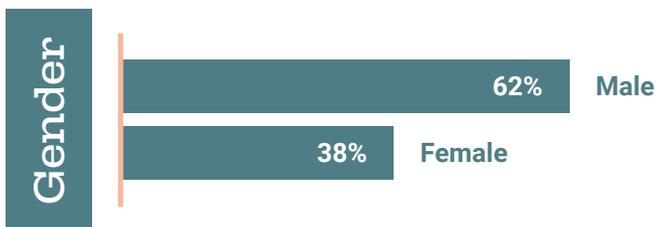
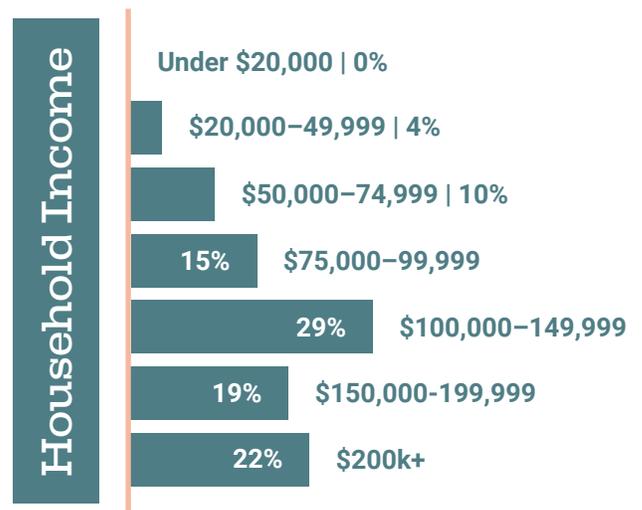
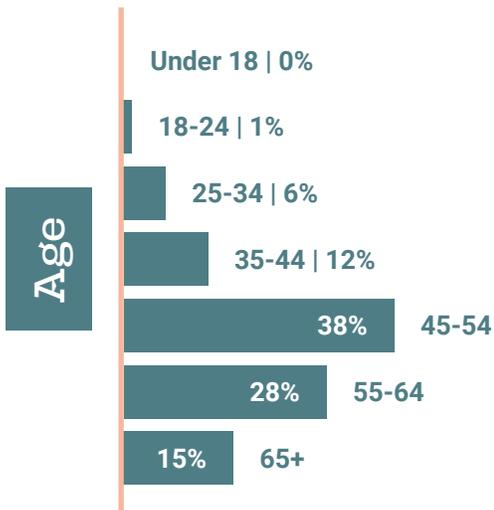


Visitor Survey Profile

The visitor survey drew a total of 89 participants. Twenty-two respondents were from Colorado, eight from elsewhere in Utah, and two from California and Nevada each, and one each from Alabama, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Hampshire, New Mexico, Oregon, Virginia, Washington, West Virginia, and Wyoming. There were two respondents from outside the United States (New Zealand and Sweden). All except for one respondent used English as their primary language.

People that identify as male made up almost two-thirds of respondents, whereas people that identified as female made up a little over one-third. Over eighty percent of participants were over the age of 45, with the majority between 45 and 54. Nearly one-half were seniors (aged 65 or older). Only one-fifth indicated their age as 34 or under.

Visitor respondents were on average much wealthier than resident respondents. Nearly three-fourths reported household incomes over \$100,000, with the most common range between \$100,000 and \$149,000.



Survey Results

GUIDING PRINCIPLES

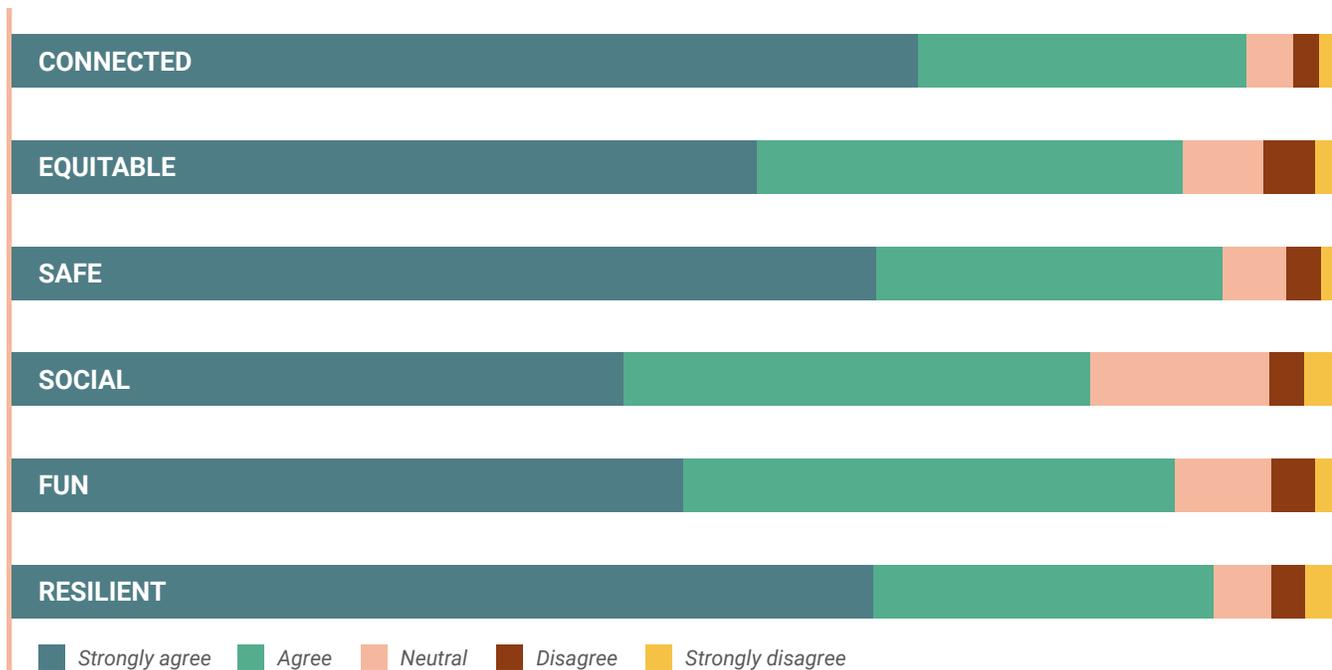
There was strong overall support for all six guiding principles. Connected, Safe, and Resilient had the highest support, which was followed by Equitable, Fun, and Social.

Within the open-ended responses, feedback shows there was general agreement with the guiding principles. However, respondents interpret them in different ways. Under Equity, many called for ADA-consideration, whereas others valued rustic, adventurous trails. Under Resilient, some emphasized ecological resilience (erosion control, wildlife habitat protection, flood control,

etc.) and others valued financial resilience (ongoing maintenance/funding, durable materials, etc.). Many appreciated how trails foster community and gathering under Social, whereas others showed concern about overcrowding and personal safety along urban trails.

In addition to the guiding principles, many respondents emphasized private property rights and impact to neighborhoods. Others called for a balance between visitor and resident use to ensure the trail network doesn't just serve tourists but also day-to-day needs of locals. Lastly, several called for additional improvements to comfort and amenities (shade, rest areas, water, and signage).

Guiding Principles



Most Used Trails

RESIDENTS

The Mill Creek Parkway was the most mentioned trail (100 times across all responses). Paved paths, in general, were also mentioned frequently (74 times). Pipe Dream, the Moab Brands, Amasa Back, and Raptor Route were among the most frequently mentioned natural trails and areas.

VISITORS

Visitor responses skewed more towards natural trails. Mag 7 and Navajo Rocks were the most frequently mentioned, although many responded with a spread of different trails that had only a few responses, indicating vast usage across the region.

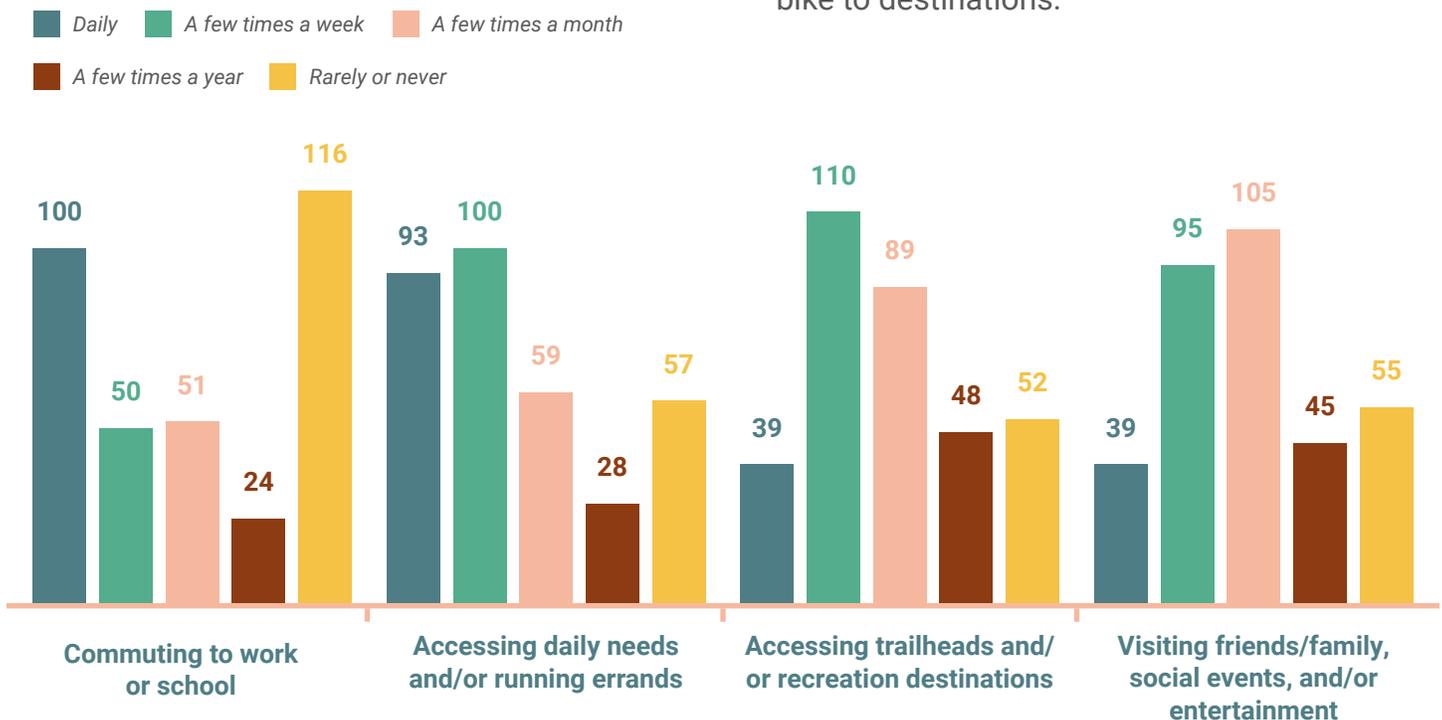
Active Transportation Use

RESIDENTS

Commuting to school/work and accessing daily needs all saw high levels of daily and weekly usage. While accessing recreation and social activities showed more variation, the consistently high monthly usage across all categories demonstrates that these trails serve as critical active transportation corridors in addition to recreational amenities.

VISITORS

75% of respondents indicated that they have used or plan to use active transportation to get around during their stay (or in previous stays) in the Moab area. Active transportation options stand out as a practical choice when traffic and congestion are high in town, especially for those who prefer walking, biking, or rolling and don't mind changing modes of transportation for different legs of their trip. Many reported mountain biking was the main reason for coming to Moab and therefore made sense to bike to destinations.



Resident - Active Transportation Use (Count)

Active Transportation Modes

By a significant margin, walking and biking (both mechanical and electric) are the most used active transportation modes

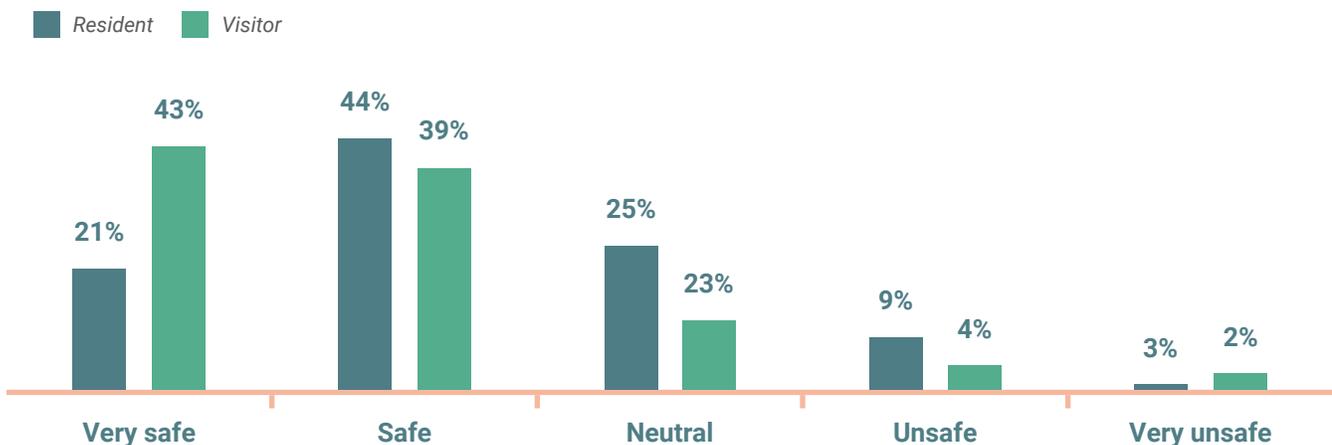
for residents. Almost 60% of resident respondents walk either daily or weekly, whereas about 55% bike at least weekly. Mountain biking, road biking, hiking, and dog walking were cited as the top uses among visitors.

	WALKING	BIKING	E-BIKING	MOBILITY DEVICE	SKATE, SCOOTER, OR ROLL	OTHER E-DEVICE
Daily	95	85	21	0	2	3
A few times a week	100	93	31	2	5	4
A few times a month	72	72	27	0	14	5
A few times a year	28	29	13	0	19	4
Rarely or never	34	48	233	319	286	303

Active Transportation Comfort

An estimated two-thirds of residents felt very safe or safe using active transportation

in the Moab area. Visitors felt even safe using active transportation. Over 80% of visitor respondents felt very safe or safe.



Active Transportation Comfort (Percent)

Active Transportation Barriers

The top three barriers for residents are lack of connections to destinations, safety concerns, and inclement weather or heat. These account for over 50% of all resident responses. For visitors, this shifts to safety concerns, lack of connections to destinations, and concerned about bike theft. This highlights the need for additional well-placed and well-designed bike parking options or other programs to reduce bike theft concerns for visitors.

Concerns about physical ability or simply lack of interest in active transportation rank much

lower for both residents and visitors. This suggests barriers are more about external conditions rather than internal impartiality.

For both residents and visitors, open-ended responses underscored safety concerns related to conflicts with motorized users (OHVs, ATVs, UTVs, dirt bikes, and even semi-trucks). Specific concerns related to equestrian use were also highlighted, citing encounters with uneducated cyclists or motorized users. Lastly, a lack of parking was cited by both groups and a lack of camping facilities was cited by visitors.

BARRIERS		#
RESIDENTS		
1	Lack of connections to destinations	145
2	Safety concerns (e.g. cars, traffic, crossings, etc.)	143
3	Inclement weather / heat	129
4	Have to carry heavy/bulky loads	65
5	Concerned about bike theft	60
6	Distances are too far	53
7	Lack of lighting	50
8	Takes too long/don't have time	48
9	Lack of amenities at destinations (e.g. bike racks)	39
10	Trails are poorly maintained	33
11	Other	32
12	Lack of Information, maps, or signs	21
13	Too crowded	21
14	Travel with kids	17
15	Not interested	11
16	Accessibility concerns (e.g., lack of wheelchair or stroller access)	5
17	Physically unable	4

BARRIERS		#
VISITORS		
1	Safety concerns (e.g. cars, traffic, crossings, etc.)	23
2	Lack of connections to destinations	21
3	Concerned about bike theft	18
4	Distances are too far	12
4	Inclement weather / heat	12
6	Lack of amenities at destinations (e.g. bike racks)	11
7	Takes too long/don't have time	10
7	Lack of Information, maps, or signs	10
9	Other	9
10	Too crowded	7
11	Travel with kids	5
11	Not interested	5
13	Have to carry heavy/bulky loads	4
14	Physically unable	1
14	Lack of lighting	1
16	Trails are poorly maintained	0
16	Accessibility concerns (e.g., lack of wheelchair or stroller access)	0

TEMPORARY TRAFFIC CALMING ON US-191 TO IMPROVE CROSSWALK SAFETY



Active Transportation Improvements

RESIDENTS

The top five priorities for residents included: better connections to daily needs (185 responses), better connections to trailheads and recreation destinations (184), increased separation from vehicles on trails (175), more trees for shade (148), and improved crosswalks and intersection improvements (134). These results directly correlate to the top resident barriers to active transportation and highlight the importance of connectivity, safety, and comfort. Enforcement of speed limits on trails and at key roadway conflict areas also ranked high for residents. Overall, results suggest a stronger preference for infrastructure improvements over programming.

Among open-ended responses, many residents want practical enhancements (like drinking fountains), better e-bike routes, and improved safety measures. Others strongly oppose any new spending related to trails.

VISITORS

The top five priorities for visitors include: better connections to trailhead and recreation destinations (37 responses), increased separation from vehicles on trails (31), more trees for shade (25), better connections to amenities (23), and improved crosswalks and intersection improvements (17). These results aligned closely with priorities for residents. Visitors are seeking safe, shaded routes that are practical and well-connected, as opposed to isolated and uncomfortable facilities.

In the open-ended responses, participants expressed interest in expanding access for e-bikes, requesting that all or more trails be open to Class I e-bikes. Safety improvements were also requested, including the need for dedicated bike facilities alongside roads, particularly in Spanish Valley, and more secure bike parking at stores and other destinations. Some noted that many trails are located too far from town to access without a personal vehicle, creating barriers to use.



MOAB AREA TRANSIT STOP ON 100 S NEAR MILL CREEK PARKWAY

IMPROVEMENTS		#
RESIDENTS		
1	Connections to daily needs	185
2	Connections to trailheads/ recreation destinations	184
3	Increased separation or protection from vehicles on trails	175
4	More trees for shade	148
4	Improved crosswalks and other intersection improvements	134
6	Traffic calming improvements near/along trails	113
7	Enforcement of speed limits on trails	104
7	Shade structures and shaded rest areas	90
9	Enforcement of traffic at key trail-road conflict areas	87
10	Street lighting on trails and at intersections	72
11	Education campaigns for drivers and/or cyclists/ pedestrians	68
11	Connections to schools	57
13	Connections to transit stops	53
14	Directional wayfinding signage and information	44
15	Landscaping along trails	43
16	Placemaking and/or art installations along trails	38
17	Bike sharing system with docks at accommodations/ destinations	33
18	Online trip planning resources and information	22
19	Programmed events/activation on trails	21

IMPROVEMENTS		#
VISITORS		
1	Connections to trailheads/ recreation destinations	37
2	Increased separation or protection from vehicles on trails	31
3	More trees for shade	25
4	Connections to amenities (e.g., restaurants, grocery stores, shops, etc.)	23
4	Improved crosswalks and other intersection improvements	17
6	Shade structures and shaded rest areas	16
7	Enforcement of traffic at key trail-road conflict areas	14
7	Traffic calming improvements near/along trails	13
9	Education campaigns for drivers and/or cyclists/ pedestrians	9
10	Connections to hotels	8
10	Directional wayfinding signage and information	8
12	Connections to transit stops	7
12	Bike sharing system with docks at accommodations/ destinations	7
14	Online trip planning resources and information	6
15	Enforcement of speed limits on trails	4
15	Bike rentals at/near accommodations	4
15	Street lighting on trails and at intersections	4
18	Programmed events/activation on trails	3
19	Landscaping along trails	2
19	Placemaking and/or art installations along trails	2

Recreational Trail Use

RESIDENTS

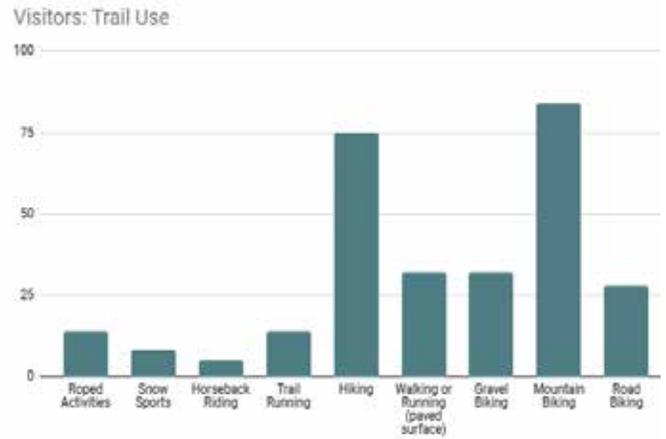
Residents were asked how frequently they participate in each of nine recreational trail activities. Road biking and walking ranked as the most popular daily activities, which may point to the fact that many residents consider walking and biking for work and daily tasks to be recreation as well as active transportation. Road biking, mountain biking, walking and hiking were all popular weekly activities. Gravel biking was a popular, but less frequent activity. Trail running, snow sports and roped activities enjoyed a medium amount of participation, while equestrians composed the smallest group of respondents.

Residents were also asked which trails they used most frequently and for which activities. The Brands trail system was most popular by a significant margin, followed by Pipe Dream, the Amasa Back trail system, Sand Flats Recreation Area, and the Raptor Route specifically. These trail systems are all relatively close to town, and residents cited proximity and convenience as main draws. Common activities included mountain biking, running and dog walking.

VISITORS

Visitors were asked which of the same nine activities they participated in during their previous stays in Moab. Responses were significantly less diverse, with most visitors only engaging in hiking or mountain biking.

Visitors preferred beginner and intermediate trail systems such as Brands, Navajo Rocks and Klondike Bluffs, as well as more epic routes such as the Whole Enchilada. Convenience may be less of a consideration for those who have traveled a long way to enjoy specific trails.



Residents: Frequency of Trail Use



TRAIL USAGE		#
RESIDENTS		
1	Moab Brands	90
2	Pipe Dream	59
3	Amasa Back	31
4	Sand Flats	21
5	Raptor Route	21

TRAIL USAGE		#
VISITORS		
1	Navajo Rocks	19
2	Klondike Bluffs	17
3	Whole Enchilada	15
4	Moab Brands	13
5	Raptor Route	10

BARRIERS

Residents and visitors were asked to select which barriers prevented them from recreating more frequently on trails in the Moab area. For both groups, extreme heat and inclement weather ranked highest, followed by lack of close-to-home trails and

lack of trail connections. Residents noted user-group conflicts and lack of signage at trailheads, while visitors saw lack of trailhead amenities and crowding as more serious issues. Visitors' trail use tends to be concentrated on well-known trails, while residents have more knowledge of lesser known trails and spread their usage

BARRIERS		#
RESIDENTS		
1	Inclement weather/ heat	104
2	Lack of trails close to home	75
3	Lack of trail connections	70
4	Conflicts with other users	37
5	Lack of information/ signage	36

BARRIERS		#
VISITORS		
1	Inclement weather/ heat	121
2	Lack of trails close to home	85
3	Lack of trail connections	77
4	Lack of amenities at trailheads	75
5	Too crowded	67

Recreation Improvements

Residents and visitors were asked to identify opportunities for improvement to the soft-surface trail network, based on activity. For biking, hiking and trail running, both locals and visitors focused on connectivity and access—better access to trails from town or home and more connections between existing trails. Visitors also requested more beginner-friendly bike trails, more parking at hiking trails, and

more wayfinding signage and information for trail running. Residents requested additional trailheads and more beginner-friendly trails for snow sports and additional parking, educational signage and trailhead infrastructure at climbing areas. Equestrians requested more trailer-appropriate parking at trailheads, more horse-specific trails, and other trailhead infrastructure.



 CORIE SPRUILL

IMPROVEMENTS		#
RESIDENTS		
BIKING		
1	More "close-to-home" trails	162
2	Better access from town to trailheads / trail networks	144
3	Connections between existing trails	132
HIKING		
1	More "close-to-home" trails	84
2	Better access from town to trailheads / trail networks	83
3	Connections between existing trails	78
TRAIL RUNNING		
1	More "close-to-home" trails	58
2	Connections between existing trails	47
3	Better access from town to trailheads / trail networks	44
HORSEBACK		
1	Additional parking at existing trailheads	12
2	More user-specific trails	11
3	Trailhead infrastructure (e.g., water, restrooms, signage)	10
SNOW SPORTS		
1	Additional trailheads	37
2	More beginner-friendly trails	26
3	Better access from town to trailheads / trail networks	25
ROPED ACTIVITIES		
1	Additional parking at existing trailheads	15
2	Interpretive educational signage and/or trail information	13
3	Trailhead infrastructure (e.g., water, restrooms, signage)	13

IMPROVEMENTS		#
VISITORS		
BIKING		
1	Connections between existing trails	41
2	Better access from town to trailheads / trail networks	32
3	More beginner-friendly trails	20
HIKING		
1	Connections between existing trails	15
2	Better access from town to trailheads / trail networks	14
3	Connections between existing trails	12
TRAIL RUNNING		
1	Connections between existing trails	9
2	Better access from town to trailheads/trail network	6
3	Directional wayfinding signage and information	4
HORSEBACK		
1	More user-specific trails	3
1	Connections between existing trails	3
SNOW SPORTS		
1	Interpretive educational signage and/or etiquette messaging	4
2	Connections between existing trails	2
ROPED ACTIVITIES		
1	Additional parking at existing trailheads	2
1	Better access from town to trailheads / trail networks	2
3	Interpretive educational signage and/or etiquette messaging	2

Vision

RESIDENTS

For residents, responses surfaced the following four general themes:

- **Connectivity**
- **Safety**
- **Preservation**
- **Variety**

The most dominant theme is the need for connected, safe pathways that separate cyclists and pedestrians from vehicle traffic. Respondents consistently expressed frustration with having to share roads with cars, trucks, and off-road vehicles, particularly on dangerous routes like Spanish Valley Drive and Main Street. There is overwhelming support for a comprehensive network of shared use paths linking Spanish Valley to Moab and extending to destinations, like Ken's Lake, Castle Valley, and various trailheads. Many envisioned commuting and accessing destinations entirely

by active transportation without exposure to traffic dangers.

The responses indicate a tension between expanding access and maintaining the area's character. While many want more trails and better connections, others worried about overuse and its environmental impact—leading to a loss of the rustic backcountry character that makes Moab special. Some respondents expressed concern about creating maintenance burdens beyond the partners' capacity. There is particular anxiety about managing increasing visitor numbers and ensuring trails don't get "loved to death."

E-bikes are a significant consideration. Responses were split between embracing them as a means for accessibility and fearing they'll bring inexperienced users to the wrong trails. Many see directional trails and better user education as the key to managing conflicts between different modes.

The overarching vision includes a world-class trail system that prioritizes human-powered

MOSAIC PLANTERS PROTECTING PEDESTRIANS FROM ANGLED PARKING



transportation and connects all parts of the valley safely for both residents and the millions of annual visitors, while maintaining the rugged appeal that draws people to Moab.

VISITORS

Major themes that surfaced for visitors included:

- **Expansion**
- **E-Bikes**
- **Access**
- **Stewardship**
- **Inclusion**
- **Appreciation**

Visitors had extensive thoughts on trail expansion—giving detailed responses on locations for possible development with a strong focus on mountain biking. There was significant tension between e-bike users and those against them. Both sides positioned themselves from points of view of inclusivity—accessibility with inclusion of

e-bike users versus safety considerations for other users when e-bikes are allowed.

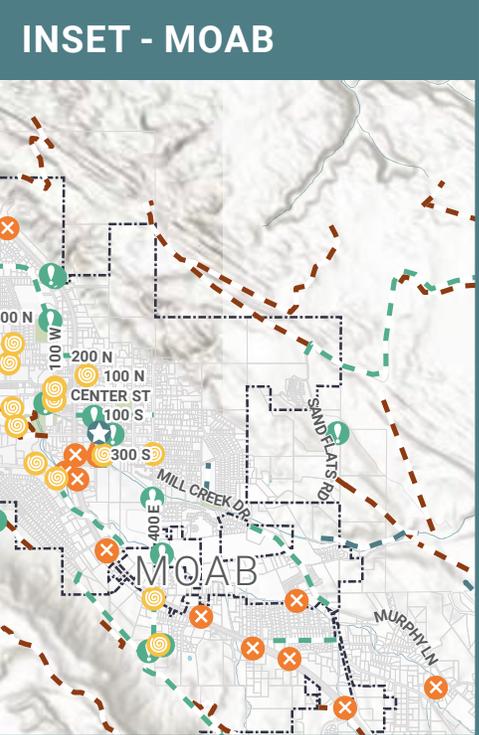
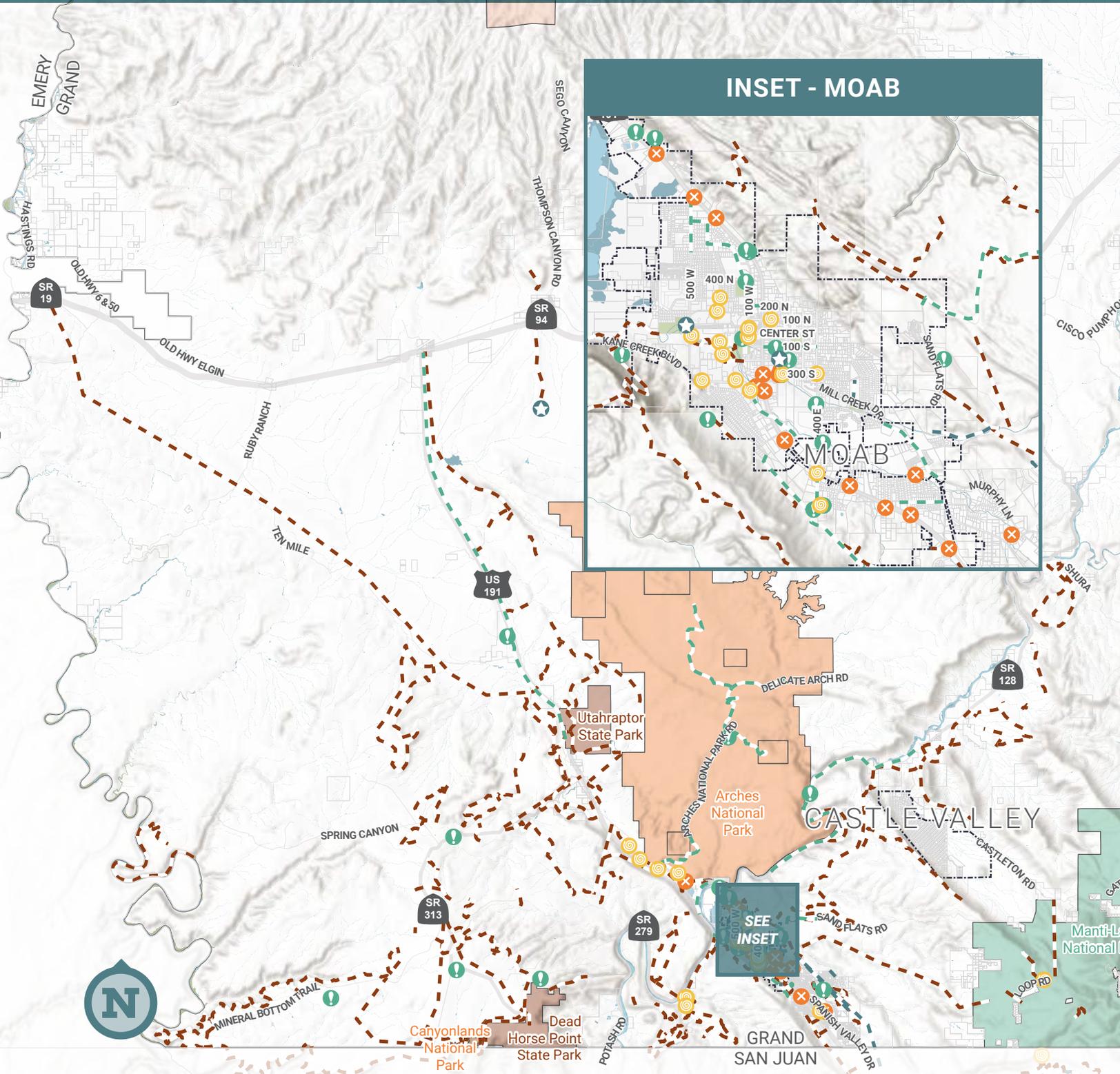
Several participants envisioned active transportation as a practical means to access Moab, trailheads, and an improved shuttle service. Visitors expressed a strong sense of responsibility and stewardship of the trail network. The speed and aggressiveness of motorized users was noted as interfering with the experience, as well as a need for improved trail etiquette. The importance of inclusion was communicated through responses related to considering different user groups, such as children, equestrians, aging populations, and e-bike users. The desire for more natural trails for more ability levels was highlighted more than once.

Lastly, there was an overarching sense of appreciation for trail development over the past decades. Participants recognized the impressiveness of the network and had a forward-thinking vision to increase their use and attract a wider audience.



MID-BLOCK SIDEWALK FROM PARKING TO US-191 CROSSWALK

MAP 06. WEBMAP COMMENTS



SEE
INSET

LEGEND

- | Points | | Proposed Trails | |
|--------|-------------------|-----------------|--------------|
| | Destination | | Paved |
| | Barrier | | Soft Surface |
| | Opportunity | | Natural |
| | Needs Improvement | | |

This map shows highlighted points, including destinations, barriers, opportunities, and areas that need improvement, and proposed trails by surface type.



COMMENT WEBMAP

The comment webmap was available for a little over one month between July and August 2025. The map showed Grand County’s existing and previously proposed trail network. In addition to adding likes, dislikes, and comments to the existing and proposed trails, participants were also asked to add points or lines related to:

- Future Trails – Draw future trails or key connections between trails you would like to see included in the vision;
- Opportunities – Pin locations where you have ideas for improving trails (desired amenities, existing natural/cultural features, places for play or rest, art/placemaking, etc.);
- Barriers – Pin barriers you’ve encountered along trails (challenging road crossings, unpassable sections, lack of access, etc.);
- Needs Improvement – Pin areas along the existing trail system that need improvement and/or feel unsafe (erosion, steep grades, frequent vandalism, frequent user conflicts, lack of lighting, lack of shade, maintenance needs, etc.); and



21 BARRIERS



5 DESTINATIONS



27 NEEDS IMPROVEMENT



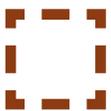
26 OPPORTUNITIES



70.8 MILES OF PAVED TRAIL



26.2 MILES OF SOFT-SURFACE TRAIL



397.6 MILES OF NATURAL TRAIL

Webmap Comments

OPEN HOUSE

On September 4, 2025, an estimated 50 community members participated in the public open house at Grand Center, which showcased the plan's guiding principles and solicited feedback on draft active transportation and recreation networks.

Attendees were asked to use stickers to identify spot improvements:

- **Barriers** – Areas that had not been addressed in draft recommendations (e.g., dangerous intersections, crossings, gaps, etc.); and

- **Destinations** – Areas that users would like to walk, bike, or roll to that were not connected by the draft recommendations.

In addition, attendees were asked to draw and provide further feedback via sticky notes on:

- **Paved Facilities** – Paved on or off-street facilities that were not included in the draft recommendations; and
- **Natural Trails** – Unpaved trails that were not included in the draft recommendations.



TECHNICAL ADVISORY COMMITTEE

The Technical Advisory Committee was made up of local technical experts and stakeholders, including Grand County and City of Moab staff and elected officials, representatives of the Grand County Trail Mix Advisory Committee, and a representative from UDOT Region 4 (for a full list of members, see p. 2).

On May 16, 2025, the first Technical Advisory Committee meeting kicked off the Trails Master Plan and reviewed plan scope,

schedule, outcomes, risks and mitigation, and deliverables. The second meeting, on August 25, 2025, reviewed public engagement to-date and gathered feedback on guiding principles and draft active transportation and recreation network recommendations. Lastly, the final meeting, on October 23, 2025, reviewed the draft plan document, including final active transportation and recreation network and program and policy recommendations.



CHAPTER 04.



NETWORK RECOMMENDATIONS

ELEMENTS OF A SUCCESSFUL TRAIL NETWORK

PROVIDE CONNECTION TO NATURE & ESCAPE...

Freeing users from the daily grind and promoting experiences with nature from urban open spaces to rugged backcountry wilderness.

PROVIDE EXERCISE & CHALLENGE...

Offering an outlet for health/fitness goals and encouraging the development of trail skills, such as technical riding/handling.

PROVIDE ACCESS TO DESTINATIONS...

Connecting users to destinations, such as shopping, parks, and daily needs, as well as scenic vistas, peaks, or trailheads.

PROVIDE EDUCATION & PLAY...

Promoting enjoyment of being in the moment and creating learning experiences that promote stewardship and community.

ALL AGES & ABILITIES

To achieve the vision of a world-class trail network providing a variety of experiences for all ages, abilities, and users, the network must provide:

01. COMMUTING

Shorter trips that provide access to and between key destinations within Grand County.

03. FULL-DAY ADVENTURE

Experiences that offer access to unique locations or provide more than four hours of movement.

02. EVERYDAY RECREATION

Longer outings that offer close-to-home experiences—typically one to four hours.

04. MULTI-DAY EXPERIENCES

Adventures that connect to adjacent communities and faraway destinations.

ACTIVE TRANSPORTATION RECOMMENDATIONS

The recommendations in this section are based on criteria at the time of Plan development. Treatments to specific routes or locations may vary at time of implementation.

Shared Use Path

EXISTING: 25 MI | RECOMMENDED: 285 MI



A travel area, removed from vehicles for non-motorized users, along a roadway or separated from the street network altogether (e.g., along a waterway, through a park, in a utility easement, etc.). These facilities often provide safe, comfortable active transportation and recreation opportunities not provided by the existing road network.

Separated Bike Lane

EXISTING: 0 MI | RECOMMENDED: 3 MI



An exclusive space for cyclists with a vertical buffer between traffic and the bike lane, typically on high-speed and volume roadways. They are appropriate on corridors that connect key destinations where a high volume of cyclists are anticipated. Vertical protection prevents vehicles from entering the bike lane. These facilities can be at road level with a raised buffer or at sidewalk level with visual or slight raised/lower buffer between the sidewalk and bike lane.

Buffered Bike Lane

EXISTING: 0 MI | RECOMMENDED: 1 MI



An exclusive space for cyclists with an additional painted buffer between the travel lane and bike lane. They are appropriate on moderate to high-speed roadways where separation is desired but physical protection is not feasible. A common application might be connecting neighborhood networks to centers of employment, schools, or commercial areas. These facilities are easily implemented when reconfiguring or restriping a roadway.

Bike Lane

EXISTING: 3 MI | RECOMMENDED: 4 MI



An exclusive space for cyclists, but no additional buffer space. They are appropriate for low to moderate-speed roadways where space can accommodate a bike lane only. These lanes are also easily implemented when reconfiguring a roadway but should only be considered for low volume streets.

Paved Shoulder

EXISTING: 0 MI | RECOMMENDED: 25 MI



Additional space along the edge of a roadway to improve comfort and safety for cyclists where dedicated facilities are not feasible. They are particularly useful in rural areas and scenic backcountry routes and/or as an interim step towards a more robust facility.

Bicycle Boulevard

EXISTING: 0 MI | RECOMMENDED: 6 MI



A low-stress shared roadway (i.e., low speed and low traffic volume), typically includes pavement markings, signage, and traffic calming. These facilities are designed to offer priority for bicyclists operating within a street shared with vehicles.

Traffic Calming

EXISTING: N/A | RECOMMENDED: <1 MI



Measures on roadways (typically local or collector streets) to create more inviting conditions for people walking, biking, or rolling by reducing vehicle speeds and enhancing driver awareness. They are highly useful on streets where active transportation use is already high or intended to increase. Tools, such as speed humps, raised crosswalks, street narrowing, chicanes, or mini-roundabouts, transform streets into low-stress environments that prioritize safety and comfort.

Corridor Study

EXISTING: N/A | RECOMMENDED: 45 MI



In-depth planning efforts to understand opportunities and constraints along key routes or corridors. These studies often evaluate existing conditions, alignments, and design alternatives to inform coordinated improvements that balance safety and connectivity. They usually identify both near-term actions and long-term visions to ensure future investments align with community goals and the broader trail network. Once completed, the corridor study and preferred trail alignment (if applicable) should be considered part of active transportation network for development review, if approved by the relevant government bodies.

Intersection Improvements



Geometric intersection improvements improve safety and convenience for active transportation users by shortening crossing distances, calming traffic, and improving visibility. Typically, improvements are suitable for arterial or collector intersections or trail crossings with documented safety and operational issues.

Examples include:

Curb Extensions minimize exposure by shortening crossing distances and give more visibility to pedestrians crossing at intersections with a parking lane adjacent to the curb.

Intersection Improvements (Continued)



High-Visibility Crosswalks use bright paint and bold striping patterns, such as ladder and continental designs, to draw driver attention and clearly indicate pedestrian right-of-way. These crosswalks are particularly effective at uncontrolled or high-traffic locations and should be paired with appropriate signing and lighting to further enhance safety. There is also a placemaking opportunity for branded stenciling inside the crosswalk markings or street muraling. Markings should follow the *Manual on Uniform Traffic Control Devices* standards and applicable state and local guidelines and approval processes.



Leading Pedestrian Intervals are used at signalized intersections to enhance visibility by giving pedestrians the opportunity to enter the crosswalk before vehicles are given a green light. This allows pedestrians to better establish their presence in the crosswalk before vehicles can turn left or right, increasing the likelihood of motorists yielding to pedestrians.



Protected Intersections provide physical protection for active transportation users through intersections by slowing vehicle turns, improving sight lines, and providing clear refuge areas for cyclists and pedestrians. Elements can include corner refuge islands, setback crossings, forward bike stop bars, bike turn boxes, and bike-friendly signal phasing. They are applicable for all types of bicycle facilities, but especially shared use paths and separated bike lanes.



Roundabouts or Mini-Roundabouts reduce vehicle speeds, improve traffic flow, and make motorists more alert to reduce crash potential. Because drivers only need to cross one direction of traffic at a time, active transportation users tend to be more visible and crossing distances shorter compared to signalized intersections.

Crossings



Improvements applied at intersections or mid-block where an active transportation facility crosses a roadway at-grade and non-motorized demand is present or anticipated.

Raised Crossings continue the sidewalk level into the roadway at marked crossing locations, communicating pedestrian priority and creating a continuous, accessible path of travel. They function as ramped speed tables to slow vehicular traffic and make drivers more alert to enhance pedestrian visibility.

Pedestrian Refuge Islands are located at the midpoint of a marked crossing. They improve visibility and allow pedestrians to cross one direction of traffic at a time.

Mid-Block Crossings should be considered at locations with long distances between crossing opportunities and in areas with heavy pedestrian traffic. They may include curb extensions, pedestrian refuge islands, marked crosswalks, and pedestrian warning signals.

Rectangular Rapid Flashing Beacons (RRFB) are appropriate for two to three lane roads with moderate speeds (25 to 35 mph). Crossings usually consist of a high visibility crosswalk with flashing beacons mounted to pedestrian warning signage, requiring vehicles yield to pedestrians in the crosswalk.

Pedestrian Hybrid Beacons (PHB) are appropriate for major streets with high vehicle speeds or areas where a safer crossing is needed (e.g., near a school). Crossings usually consist of a high visibility crosswalk and signal overhead facing both directions, requiring vehicles to completely stop and proceed only when there are no more pedestrians in the crosswalk.



Crossings (Continued)



Undercrossings are non-motorized crossings of a shared use path underneath a major barrier where an at-grade signalized crossing is not feasible or desired, such as a waterway, railroad, or major highway. They work best when existing topography allows for smooth transitions.

Pedestrian Bridge



Non-motorized overcrossing of a shared use path at a major barrier where an at-grade signalized crossing is not feasible or desired, such as a waterway, railroad, or major highway. Bridges work best when existing topography allows for smooth transitions and requires site-specific design.

MAP 07. ACTIVE TRANSPORTATION RECOMMENDATIONS - COUNTY



LEGEND

Facilities - Existing

- Shared Use Path
- Bike Lane

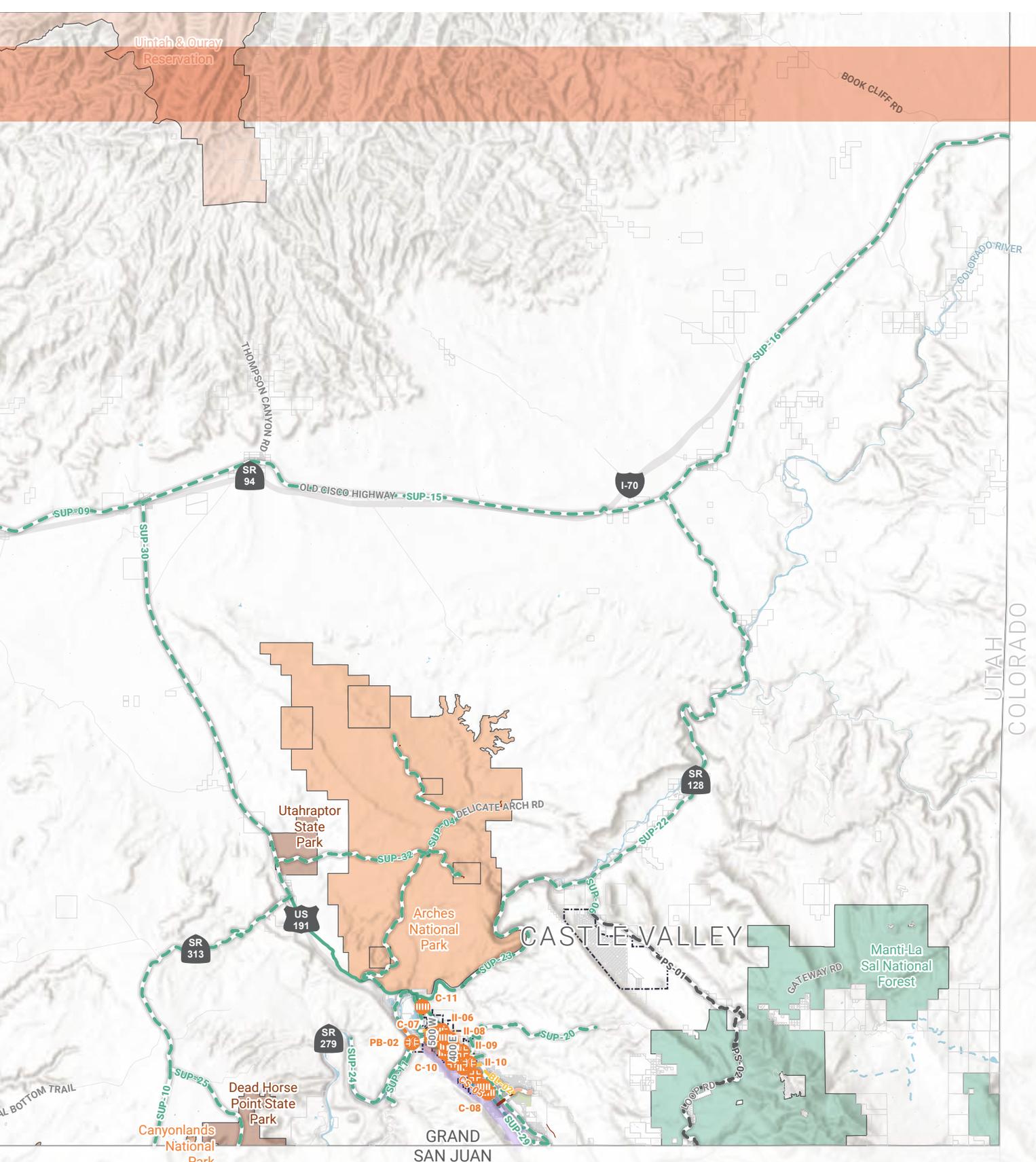
Facilities - Recommended

- Shared Use Path
- Bike Lane
- Protected Bike Lane
- Paved Shoulder
- Buffered Bike Lane
- Bicycle Boulevard

- Traffic Calming
- Corridor Study

Spot Recommendations

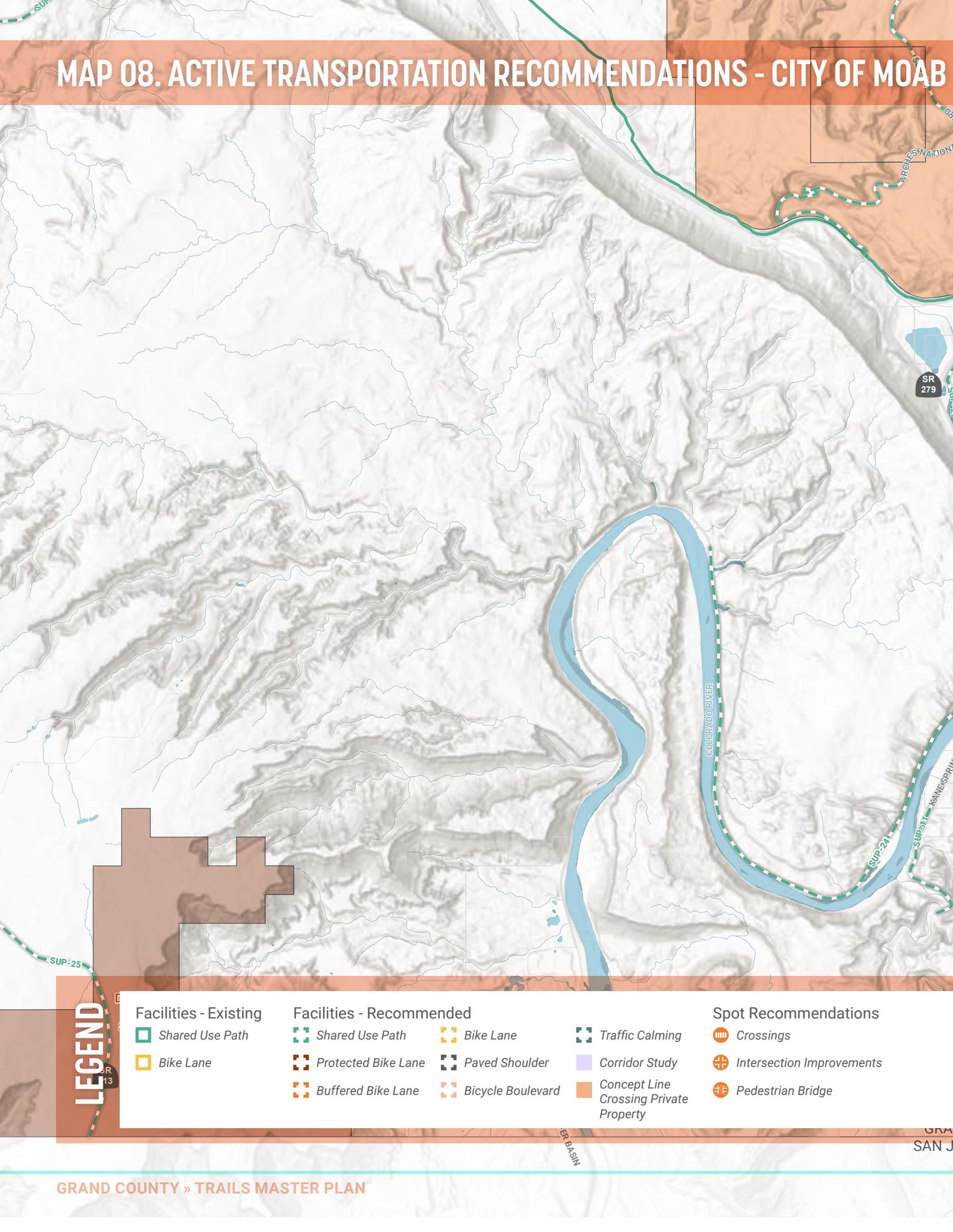
- Crossings
- Intersection Improvements
- Pedestrian Bridge



This map shows the active transportation network recommendations, including facilities and spot improvements. Refer to **Active Transportation Recommendations Table** for more information on each recommendation.

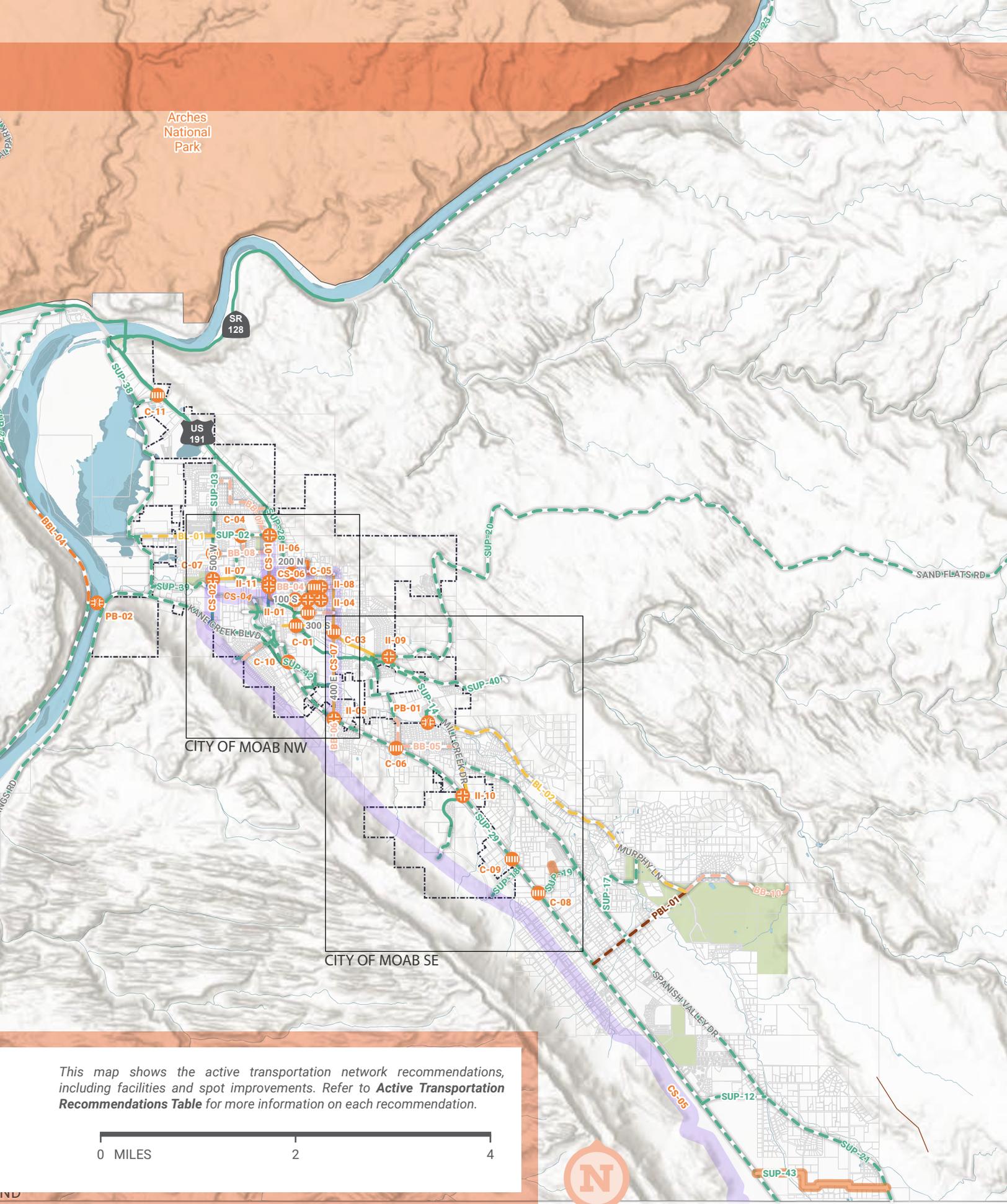


MAP 08. ACTIVE TRANSPORTATION RECOMMENDATIONS - CITY OF MOAB



LEGEND

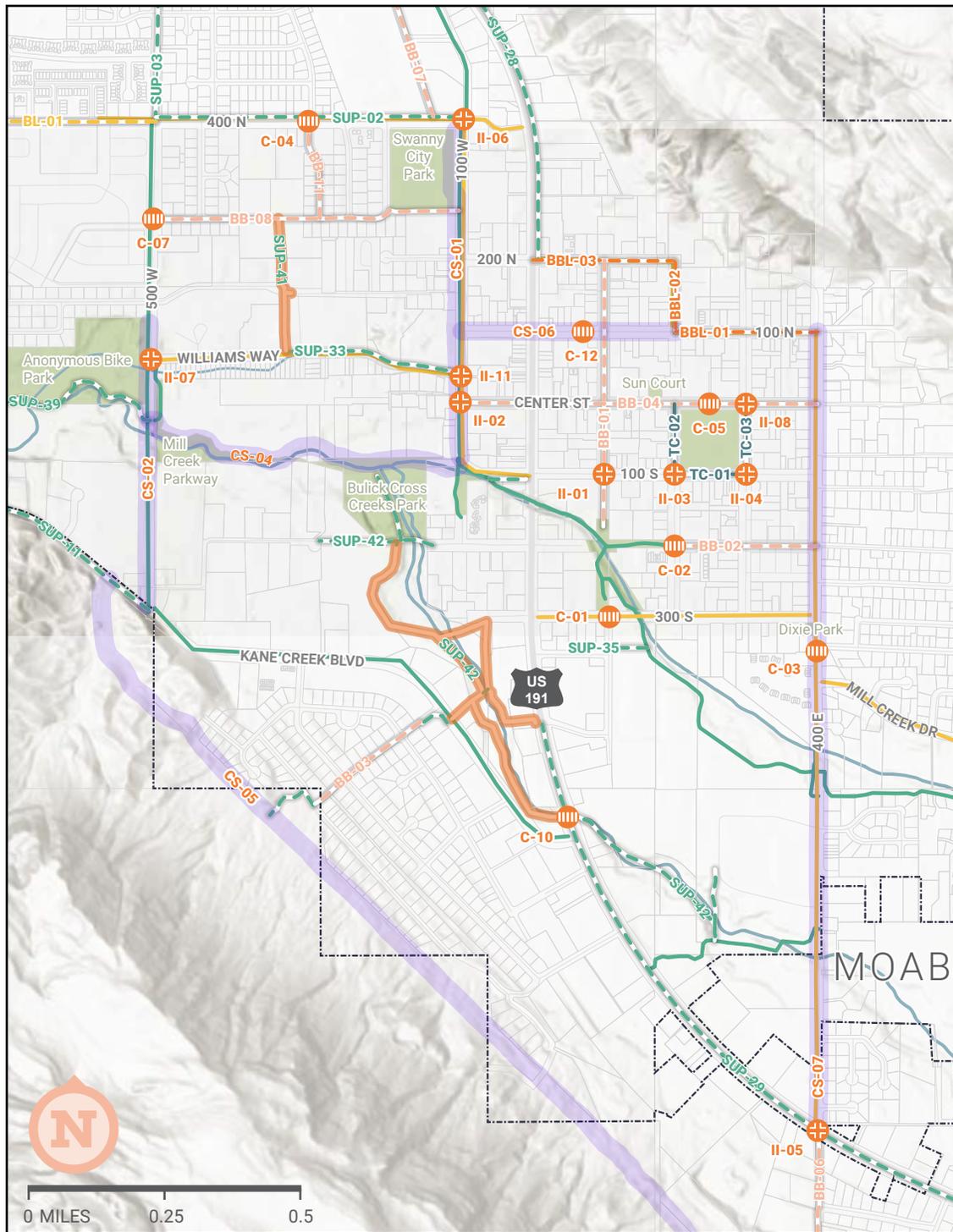
Facilities - Existing		Facilities - Recommended		Spot Recommendations	
 Shared Use Path	 Shared Use Path	 Bike Lane	 Traffic Calming	 Crossings	 Intersection Improvements
 Bike Lane	 Protected Bike Lane	 Paved Shoulder	 Corridor Study	 Pedestrian Bridge	
	 Buffered Bike Lane	 Bicycle Boulevard	 Concept Line Crossing Private Property		



This map shows the active transportation network recommendations, including facilities and spot improvements. Refer to **Active Transportation Recommendations Table** for more information on each recommendation.



MAP 09. ACTIVE TRANSPORTATION RECOMMENDATIONS - CITY OF MOAB NW



LEGEND

Facilities - Existing

- Shared Use Path
- Bike Lane

Facilities - Recommended

- Shared Use Path
- Protected Bike Lane
- Buffered Bike Lane
- Bike Lane
- Paved Shoulder
- Bicycle Boulevard

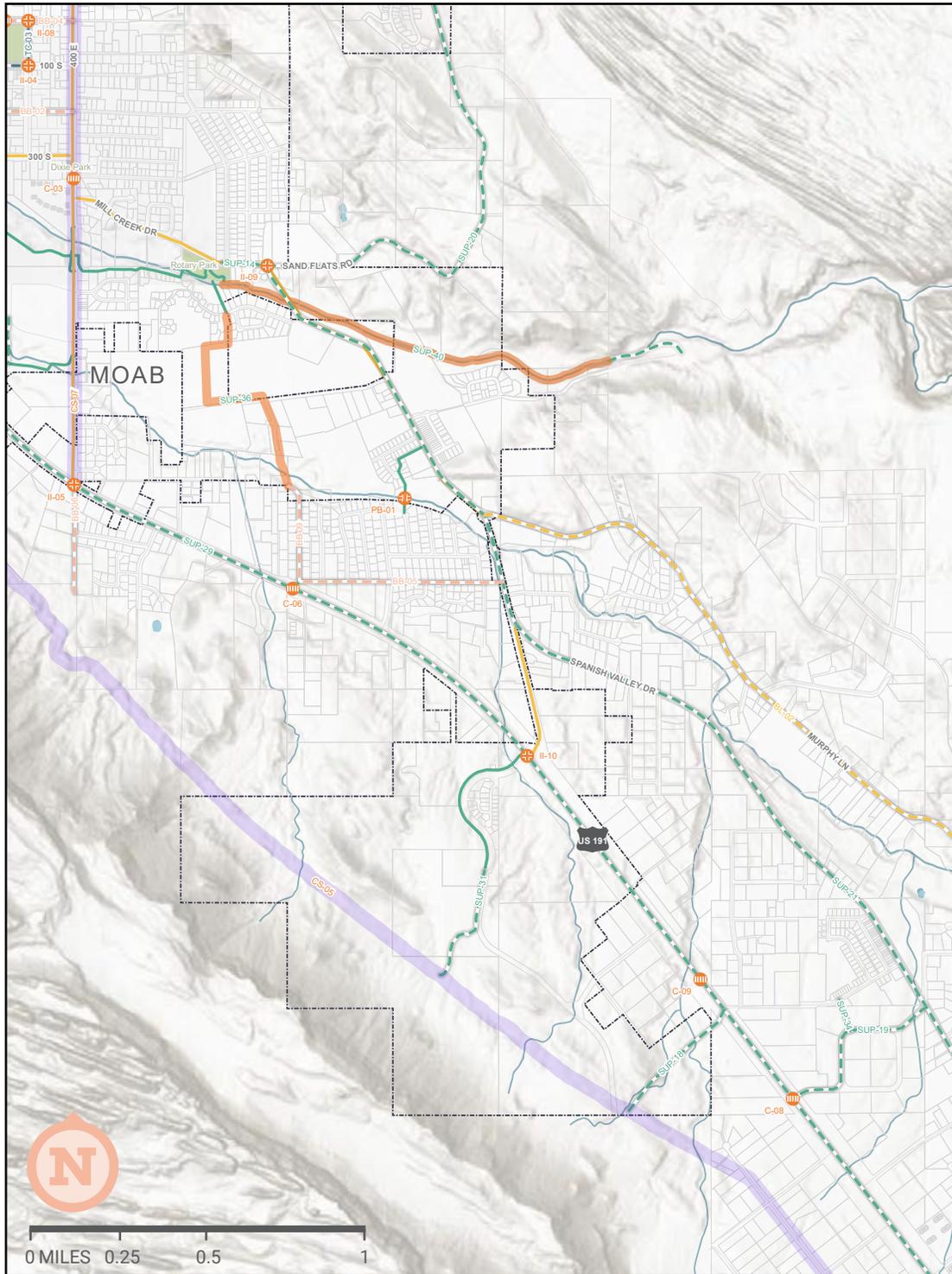
- Traffic Calming

- Corridor Study
- Concept Line Crossing Private Property

Spot Recommendations

- Crossings
- Intersection Improvements
- Pedestrian Bridge

MAP 10. ACTIVE TRANSPORTATION RECOMMENDATIONS - CITY OF MOAB SE



*This map shows the active transportation network recommendations, including facilities and spot improvements. Refer to **Active Transportation Recommendations Table** for more information on each recommendation.*

RECOMMENDATIONS TABLE

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	LENGTH (FT)
SHARED USE PATH					
SUP-01	100 S Connector	Create shared use path on 100 S from existing Mill Creek Parkway to US-191.	Mill Creek Parkway	US-191	7.07
SUP-02	400 N Trail - Segment A	Create shared use path on 400 N from existing path on 100 W to existing path on 500 W.	100 W	500 W	0.58
SUP-03	500 W Trail	Create shared use path from existing path on 500 W at 400 N to US-191.	400 N	US-191	0.84
SUP-04	Arches Trail	Create shared use path along Arches National Park Rd from US-191 to Devils Garden Trailhead.	US-191	Devils Garden Trailhead	23.42
SUP-05	Aspen Ave - Segment A	Create shared use path from existing crossing (RRFB) along Ridgeview Apartments. Ramp to street level beyond.	Kane Creek Blvd	Apartment parking lot	0.04
SUP-06	Castleton Trail	Create shared use path from SR-128 to Castle Valley and Castle Valley Dr.	SR-128	Castle Valley Dr	2.26
SUP-07	Doc Allen Dr Connector	Create shared use path on Doc Allen Dr from Aspen Dr to entrance to Pipe Dream Trail.	Aspen Dr	Pipe Dream Trail	0.12
SUP-08	Holyoak Connector Trail	Create shared use path from Holyoak Ln to US-191 through existing dirt cut-through.	Holyoak Ln	US-191	0.01

MORE INFORMATION ON ACTIVE TRANSPORTATION FACILITY AND SPOT IMPROVEMENT RECOMMENDATIONS, INCLUDING DESCRIPTION, EXTENTS, LENGTH, COST, PLANNING HORIZON, PRIORITY, AND DETAILED IMPLEMENTATION NOTES.

COST (\$)	HORIZON	PRIORITY	IMPLEMENTATION
\$10,598,400	Short	Low	Provides at-grade connection on south-side of 100 S to Main St. Add at least 2' buffer between Mill Creek Parkway and proposed path and curb and increase to 5' where feasible (existing trees in sidewalk could be turned to a tree lawn and sidewalk expanded to south). Consider removing small section of angled parking (~6 spots) to increase sight lines at entrance to business and intersection.
\$867,100	Short	High	Connection to HMK Elementary. Remove existing bike lanes and expand sidewalk on north-side of the road to 12'. Add at least 2' buffer between path and curb and increase to 5' where feasible. Consider removing parking in front of school on roadway to mitigate user conflicts. Consider green infrastructure improvements on south-side of street.
\$1,256,700	Short	Medium	West-side of road appears most feasible. Expand sidewalk to 12' and reduce lane width and/or shoulders to make space where needed. Consider removing parking lanes. Add at least 2' buffer between path and curb and increase to 5' where feasible.
\$35,127,300	Long	High	Coordinate with National Park Service for alignment and implementation. Could utilize old road bed, where feasible, for separation from roadway. Consider paved shoulder in confined areas.
\$60,000	Short	Medium	Connection to Pipe Dream Trail. Expand sidewalk to 12' at Ridgeview Apartments. Add 5' buffer between path and curb.
\$3,391,000	Long	Low	Widen shoulder and utilize buffered bike lane in confined areas along the road.
\$179,400	Medium	Low	Preserve existing sidewalk and add 12' shared use path to the southwest of sidewalk.
\$15,000	Short	High	If US-191 Trail on west-side only, crossing is needed here to other side.

SUP-09	I-70 Rail Trail	Create shared use path along rail corridor from Crescent Junction to Green River.	US-191	Grand County line	16.20
SUP-10	Island in the Sky Trail	Create shared use path from proposed SR-313 Trail to Grand County line.	SR-313	Grand County line	4.77
SUP-11	Kane Creek Trail	Extend existing shared use path on Kane Creek Blvd onto Kane Springs Rd and ending at Captain Ahab/HyMasa Trailhead.	Existing trail	Captain Ahab/HyMasa Trailhead	5.83
SUP-12	Meador Trail	Create shared use path along Meador Dr and future roadway from Spanish Valley Dr to US-191.	Spanish Valley Dr	US-191	0.68
SUP-13	Mi Vida Connector Trail	Create shared use path from Rosalie Ct to US-191 through existing dirt cut-through.	Rosalie Ct	US-191	0.01
SUP-14	Mill Creek Dr Trail	Create shared use path on Mill Creek Dr from existing Mill Creek Parkway at Rotary Park to proposed Spanish Valley Trail on Spanish Valley Dr.	Existing trail	Spanish Valley Dr	1.50
SUP-15	Old Cisco Trail - Segment A	Create shared use path along Old Cisco Highway / I-70 Frontage Road from Crescent Junction through Thompson Springs to Cisco.	Fish Frd Rd	US-191	36.41
SUP-16	Old Cisco Trail - Segment B	Create shared use path along Old Cisco Highway / I-70 from Cisco to Utah state line.	Fish Frd Rd	Utah state line	29.79
SUP-17	Old City Park Trail	Create shared use path at Old City Park from Murphy Ln to proposed Spanish Valley Trail.	Murphy Ln	Spanish Valley Dr	1.00
SUP-18	Plateau Rd Trail	Create shared use path on west-side of US-191 at Plateau Rd intersection to proposed West Commuter Trail.	US-191	Proposed trail	0.42
SUP-19	Resource Blvd Trail	Create shared use path on Resource Blvd from Spanish Valley Dr to US-191.	Spanish Valley Dr	US-191	0.58
SUP-20	Sand Flats Trail	Create shared use path on Sand Flats Rd that connects existing paved Mill Creek Parkway at Rotary Park to Porcupine Rim Trailhead.	Mill Creek Dr	Porcupine Rim Trailhead	11.07
SUP-21	Spanish Valley Trail	Create shared use path on Spanish Valley Dr from Mill Creek Dr to Grand County line.	Mill Creek Dr	Grand County line	6.69

\$24,307,400	Long	Low	Consider Old Hwy 6 & 50 / Old Hwy Elgin if rail corridor not feasible. Acquire property or easements as needed to formalize access. Coordinate with Union Pacific if in rail right-of-way. Projects within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
\$7,155,000	Medium	Low	Provides connection to Island in the Sky Visitor Center and facility for popular bikepacking route on White Rim Trail. Widen shoulder and utilize protected bike lane in confined areas along the road.
\$8,745,000	Long	High	Connection to popular Captain Ahab/HyMesa Trailhead. Utilize protected bike lane in confined areas along the road. Coordinate with development. Consider soft-surface crusher fines if paved surface undesirable where roadway turns to gravel.
\$1,020,000	Medium	Medium	Implement with future roadway connection.
\$15,000	Short	High	Connection between Mi Vida Connector and existing sidewalk on US-191.
\$2,252,400	Medium	High	Widen shoulder and utilize protected bike lane in confined areas.
\$54,615,000	Medium	Low	Consider rail corridor if roadway options not feasible. Barrier is required on state routes where the trail is inside of the clear zone.
\$44,684,600	Long	Low	Align extension into Colorado with Mesa County's Riverfront Trail into Fruita/Grand Junction.
\$1,502,300	Medium	High	Connection to proposed Pack Creek Parkway. Consider bicycle boulevard in confined areas after Old City Park boundaries.
\$627,500	Medium	Low	Connection to proposed US-191 Trail and Roberts Rd undercrossing. Coordinate with SITLA.
\$869,300	Long	High	Coordinate with future neighborhood center development.
\$16,604,700	Long	High	Widen shoulder and utilize protected / buffered bike lane in confined areas along the road. Connection to most popular trailheads in Sand Flats.
\$10,031,000	Short	High	Widen shoulder and utilize protected bike lane in confined areas.

SUP-22	SR-128 Trail - Segment A	Extend existing shared use path on SR-128 from Grandstaff Campground to Castleton Rd.	Grandstaff Campground	Castleton Rd	33.43
SUP-23	SR-128 Trail - Segment B	Create shared use path on SR-128 from Castleton Rd to Old Cisco Highway.	Castleton Rd	Old Cisco Highway	15.71
SUP-24	SR-279 Trail - Segment A	Create shared use path from proposed bridge over Colorado River to Corona Arch Trailhead, a popular hiking destination.	Proposed bridge	Corona Arch Trailhead	9.07
SUP-25	SR-313 Trail	Create shared use path on SR-313 from existing US-191 Trail to Grand County line.	US-191	Grand County line	25.88
SUP-26	The Windows Section Trail	Create shared use path along The Windows Section Rd from proposed Arches Trail to Windows and Double Arch Trailheads.	Proposed trail	Windows/ Double Arch Trailhead	3.46
SUP-27	UMTRA Trail	Create shared use path through Uranium Mill Tailings Remedial Action Site to SR-279. Alignment to be determined through discussions with partners.	US-191	SR-279	2.52
SUP-28	US-191 Trail - Segment A	Extend US-191 shared use path from Emma Blvd to 200 N. Consider removing on-street parking on east-side of US-191 to 200 N to ensure adequate roadway separation.	Emma Blvd	200 N	0.59
SUP-29	US-191 Trail - Segment B	Create US-191 shared use path from Grand County line to Uranium Ave. Align with two-way frontage road concept with trails on both sides in US-191 South Moab Concept Study (2022). If confined, parking could be removed to ensure adequate roadway separation.	Grand County line	Uranium Ave	7.98
SUP-30	US-191 Trail - Segment C	Extend existing US-191 shared use path from SR-313 to Crescent Junction.	SR-313	Old Cisco Highway	26.34

\$50,144,700	Medium	Medium	<p>Connections to various popular Colorado River boat ramps and campgrounds. Barrier is required on state routes where the trail is inside of the clear zone. Projects within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.</p>
\$23,567,100	Long	Low	<p>Widen shoulder and utilize protected bike lane in confined areas along the road. Barrier is required on state routes where the trail is inside of the clear zone. Projects within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.</p>
\$13,600,500	Long	Medium	<p>Widen shoulder and utilize protected bike lane in confined areas along the road. Barrier is required on state routes where the trail is inside of the clear zone. Facility pending approval from UDOT.</p>
\$38,827,000	Long	Low	<p>Provides connection to popular Dead Horse Point Trailhead. Barrier is required on state routes where the trail is inside of the clear zone. Projects within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.</p>
\$5,182,500	Long	Medium	<p>Coordinate with National Park Service for alignment and implementation. Consider paved shoulder in confined areas.</p>
\$3,785,000	Medium	Low	<p>Coordinate with development at UMTRA Site.</p>
\$884,900	Medium	High	<p>Partner with UDOT to conduct parking utilization study on US-191 in this area and conduct study for oversized parking lots north and south of downtown Moab to replace spots if needed. Barrier is required on state routes where the trail is inside of the clear zone. Projects within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.</p>
\$11,966,800	Long	Medium	<p>Partner with UDOT to conduct parking utilization study on US-191 in this area and conduct study for oversized parking lots north and south of downtown Moab to replace spots if needed. Barrier is required on state routes where the trail is inside of the clear zone. Projects within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.</p>
\$39,511,400	Long	Medium	<p>Barrier is required on state routes where the trail is inside of the clear zone. Consider rail corridor if roadway options not feasible. Projects within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.</p>

SUP-31	USU Moab Connector Trail	Extend existing shared use path on Aggie Blvd at USU Moab to proposed West Commuter Trail.	USU Moab	Proposed trail	0.37
SUP-32	Utahraptor Trail	Create shared use path along Willow Flat Rd from US-191 to Arches National Park Rd	US-191	Arches National Park Rd	10.07
SUP-33	Williams Way Trail	Extend existing 12' shared use path through Moab Regional Hospital on Williams Way from existing 500 W Trail to existing 100 W Trail.	500 W	100 W	0.34
SUP-34	Arroyo Crossing Trail	Create shared use path from Plateau Dr to proposed Resource Blvd Trail.	Plateau Dr	Resource Blvd	0.10
SUP-35	Bark Park Connector Trail	Coordinate with Grand County School District to create shared use path through property between Bark Park and MLH Middle parking lot.	Mill Creek Parkway	100 E	0.07
SUP-36	Hecla Trail	Create shared use path from Hecla bridge to existing Mill Creek Parkway at Rotary Park and Lasal Rd to proposed Wagner Ave bicycle boulevard.	Lasal Rd	Wagner Ave	0.77
SUP-37	Matheson Wetlands Preserve Connector Trail	Coordinate with the Nature Conservancy to create shared use path through property to Matheson Wetlands Preserve from US-191. Alignment to be determined through discussions with partners.	US-191	Proposed trail	0.25
SUP-38	Matheson Wetlands Preserve Trail	Coordinate with the Nature Conservancy and Utah DNR to create shared use path through Matheson Wetlands Preserve from Kane Creek Blvd to US-191 and Lions Park. Alignment to be determined through discussions with partners.	Kane Creek Blvd	US-191	3.20
SUP-39	Mill Creek Parkway - Segment B	Coordinate with the Nature Conservancy to pave Mill Creek Parkway from 500 W through Anonymous Park to proposed Matheson Wetlands Preserve Trail. Alignment to be determined through discussions with partners.	500 W	Proposed trail	0.71
SUP-40	Mill Creek Parkway - Segment C	Extend Mill Creek Parkway from existing paved shared use path at Rotary Park to Mill Creek North Fork Trailhead at the mouth of the canyon.	Rotary Park	North Fork Trailhead	1.47
SUP-41	Orchard Park Trail	Create shared use path from existing wide sidewalk at Moab Regional on Orchard Park Ln from existing trail on Williams Way to 400 N.	Williams Way	Park Rd	0.46

\$562,500	Long	Low	Coordinate with West Commuter Trail and future roadway development. Partner with USU and SITLA.
\$15,107,000	Long	Medium	Connection from Utahraptor State Park to Arches National Park. Coordinate with National Park Service and Utah State Parks for alignment and implementation. Consider paved shoulder in confined areas.
\$504,800	Short	Medium	Remove bike lanes on Williams Way and expand sidewalk to 12' on north-side. Add at least 2' buffer between path and curb and increase to 5' where feasible.
\$150,000	Medium	Medium	Coordinate with Moab Area Community Land Trust and Arroyo Crossing development.
\$105,000	Short	High	Provides connection from Mill Creek Parkway to 100 E / Grand Ave and City Market. Consider improvements to existing school crossing at 100 E for safe connection to Grand Ave.
\$1,155,000	Long	Low	Acquire property or easements as needed to formalize access. Consider on-street connections for short-term implementation and/or if property acquisition is not feasible.
\$375,000	Medium	Low	Utilize boardwalks where needed to minimize environmental impact and consider soft-surface crusher fines if paved surface undesirable (however, some of area is in 100-year flood zone). Matheson Wetlands studies can be done concurrent to reduce costs.
\$4,798,900	Medium	Low	Utilize boardwalks where needed to minimize environmental impact and consider soft-surface crusher fines if paved surface undesirable (however, most of area is in 100-year flood zone).
\$1,071,700	Long	Medium	Consider soft-surface crusher fines if paved surface undesirable (however, most of area is in 100-year flood zone). Mill Creek studies can be done concurrent to reduce costs.
\$2,207,000	Long	High	Consider on-street connections for short-term implementation and/or if property acquisition is not feasible. Alignment to be determined opportunistically over time through development, interest from property owners, etc. City of Moab has procured easement from Abbey subdivision. Mill Creek studies can be done concurrent to reduce costs.
\$693,100	Long	Medium	Coordinate with Moab Area Partnership for Seniors (MAPS) development and LDS Church for alignment and implementation. Acquire property or easements as needed to formalize access.

SUP-42	Pack Creek Parkway - Segment A	Create shared use path along Pack Creek from Mill Creek Parkway at Bullick Cross Creeks Park to existing Pack Creek Parkway.	Mill Creek Parkway	Existing trail	2.05
SUP-43	Stocks Dr Trail	Create shared use path along Stocks Dr, Zimmerman Ln, Moffitt Ln, and Sunny Acres Ln from Spanish Valley Dr to US-191.	Spanish Valley Dr	US-191	1.59

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	LENGTH (FT)
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PROTECTED BIKE LANE

PBL-01	Spanish Trail Rd	Create protected bike lane on Spanish Trail Rd from US-191 to Murphy Ln.	US-191	Murphy Ln	1.23
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ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	LENGTH (FT)
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BUFFERED BIKE LANE

BBL-01	100 N - Segment B	Repaint existing bicycle lane to a buffered bike lane on 100 N from 200 E to 400 E.	200 E	400 E	0.27
BBL-02	200 E	Repaint existing bicycle lane to a buffered bike lane on 200 E from 200 N to 100 N.	200 N	100 N	0.27
BBL-03	200 N	Repaint existing bicycle lane to a buffered bike lane on 200 N from US-191 to 200 E.	US-191	200 E	0.14
BBL-04	SR-279 - Segment B	Create buffered bike lane from proposed UMTRA Trail to proposed bridge over Colorado River.	Proposed trail	Proposed bridge	0.27

\$3,067,700	Long	High	Acquire property or easements as needed to formalize access. Consider on-street connections for short-term implementation and/or if property acquisition is not feasible. Pack Creek studies can be done concurrent to reduce costs.
\$2,385,000	Long	Medium	Acquire property or easements as needed to formalize access. Consider on-street connections for short-term implementation and/or if property acquisition is not feasible. Alignment to be determined opportunistically over time through development, interest from property owners, etc. Coordinate with ongoing proposed development. Consider additional separated sidepath for equestrians.

COST (\$)	HORIZON	PRIORITY	IMPLEMENTATION
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\$778,400	Short	High	Provides connection to Old City Park and Moab Golf Course. Implement sidewalk along with new development. Include in scope of SS4A planning grant.
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COST (\$)	HORIZON	PRIORITY	IMPLEMENTATION
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\$70,500	Short	High	Reduce parking lanes (~10') to ~8' and travel lanes (~14') to ~10'. Add 3' buffer on either side of bicycle lane. Implement when resurfacing road.
\$70,500	Short	High	Reduce parking lanes to ~8' and travel lanes to ~10'. Add 2-4' buffer on either side of bicycle lane. Implement when resurfacing road.
\$36,500	Short	High	Reduce parking lanes to ~8' and travel lanes to ~10'. Add 2-4' buffer on either side of bicycle lane. Implement when resurfacing road.
\$70,500	Medium	Medium	Widen shoulder to implement buffered bike lane. Reduce buffer in confined areas. Request UDOT not chip seal bike lanes. Projects within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	LENGTH (FT)
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BIKE LANE

BL-01	400 N - Segment B	Create bike lane on 400 N from 500 W to proposed Matheson Wetlands Preserve Trail.	500 W	Proposed trail	0.76
BL-02	Murphy Ln	Create bike lane on Murphy Ln from Mill Creek Dr to Spanish Trail Rd.	Mill Creek Dr	Spanish Trail Rd	3.19

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	LENGTH (FT)
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PAVED SHOULDER

PS-01	Castleton Rd	Widen shoulder on Castleton Rd from Castle Valley Dr to Loop Rd.	Castle Valley Dr	Loop Rd	11.46
PS-02	Loop Rd	Widen shoulder on Loop Rd from Castleton Rd to Grand County line.	Castleton Rd	Grand County line	13.86

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	LENGTH (FT)
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BICYCLE BOULEVARD

BB-01	100 E	Mark and sign bicycle boulevard on 100 S from 200 N to existing Mill Creek Parkway at ~200 S.	200 N	Mill Creek Parkway	0.51
BB-02	200 S	Mark and sign bicycle boulevard on 200 S from existing Mill Creek Parkway to 400 E.	Mill Creek Parkway	400 E	0.27
BB-03	Aspen Ave - Segment B	Mark and sign bicycle boulevard on Aspen Ave from proposed trail to Doc Allen Dr.	Apartment parking lot	Doc Allen Dr	0.25

COST (\$)	HORIZON	PRIORITY	IMPLEMENTATION
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\$139,500	Short	Low	Utilize bicycle boulevard in confined areas.
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\$585,600	Medium	Medium	Widen shoulder to implement bike lane. Consider additional buffer width (~2-4') if space allows. Provides connection to Old City Park and Moab Golf Course.
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COST (\$)	HORIZON	PRIORITY	IMPLEMENTATION
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\$1,718,300	Medium	Low	Recommended minimum width is ~7'. Reduce width in confined areas. Ensure ongoing FLAP culvert and bridge replacement allows future shoulder widening.
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\$2,078,400	Long	Low	Recommended minimum width is ~7'. Reduce width in confined areas. Provides connection to Spanish Valley Dr shared use path with extension through San Juan County.
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COST (\$)	HORIZON	PRIORITY	IMPLEMENTATION
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\$26,900	Short	High	Existing angled parking limits bicycle facility. Consider buffered bike lane in areas with adequate space (200 N to 100 N and 100 S to Mill Creek Parkway). Consider reducing speed limit to 20 mph (where not already).
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\$14,300	Short	High	Consider reducing speed limit to 20 mph (where not already).
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\$13,200	Short	Low	Connection to shared use path to Pipe Dream Trail. Consider stop control switch on Aspen Ave to Mountain View Dr at Aspen Ave / Mountain View Dr intersection to better align with significant drainage dip. Consider reducing speed to 20 mph.
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BB-04	Center St	Mark and sign bicycle boulevard on Center St from existing 100 W Trail to 400 E.	100 W	400 E	0.68
BB-05	Holyoak Ln	Mark and sign bicycle boulevard on Holyoak Ln from Mill Creek Dr to Wagner Ave.	Mill Creek Dr	Wagner Ave	0.61
BB-06	Jackson St	Mark and sign bicycle boulevard on Jackson St from US-191 to Jefferson St.	US-191	Jefferson St	0.33
BB-07	Mi Vida Connector	Mark and sign bicycle boulevard on Mi Vida Dr, McCormick Blvd, and Marcus Ct from proposed 400 N Trail to proposed 500 W Trail.	400 N	500 W	1.06
BB-08	Park Dr	Mark and sign bicycle boulevard on Park Dr from existing trail on 500 W and existing trail on 100 W.	500 W	100 W	0.59
BB-09	Wagner Ave	Mark and sign bicycle boulevard on Wagner Ave from proposed Hecla Trail to Holyoak Ln.	Proposed trail	Holyoak Ln	0.30
BB-10	Westwater Rd	Mark and sign bicycle boulevard on Westwater Rd from Spanish Trail Rd to dirt road cutoff.	Spanish Trail Rd	Steelbender Safari Rte	1.25
BB-11	N Park Rd	Mark and sign bicycle boulevard on N Park Rd from Orchard Park Trail to 400 N.	Orchard Park Trail	400 N	0.15

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	LENGTH (FT)
TRAFFIC CALMING					
TC-01	100 S	Widen sidewalk (existing ~6') to ~12' and add traffic calming elements to 100 S, especially at existing mid-block entrances to Center Street Ballparks.	200 E	300 E	0.14
TC-02	200 E	Widen sidewalk (existing ~6') to ~12' and add traffic calming elements to 200 E, especially at existing mid-block entrances to Center Street Ballparks.	Center St	100 S	0.13
TC-03	300 E	Widen sidewalk (existing ~6') to ~12' and add traffic calming elements to 300 E, especially at existing mid-block entrances to Center Street Ballparks.	Center St	100 S	0.13

\$35,900	Short	Medium	Existing angled parking and traffic calming limits bicycle facility. Confirm speed limit is 20 mph or below.
\$32,200	Short	Medium	Connection to shared use path to US-191. Consider reducing speed limit to 20 mph.
\$17,400	Short	Low	Connection from proposed 400 E protected bike lane to popular Pipe Dream Trailhead. Implement dirt road section with future development. Consider reducing speed limit to 20 mph.
\$56,000	Short	High	Consider reducing speed limit to 20 mph (where not already).
\$31,200	Medium	Low	Coordinate with Moab Area Partnership for Seniors (MAPS) and future roadway development. Consider 20 mph for future roadway speed limit.
\$15,800	Long	Low	Connection from Rotary Park and Hecla Trail to shared use path to US-191. Align with implementation of proposed Hecla Trail. Consider reducing speed limit to 20 mph.
\$66,000	Short	Low	Connection to Steelbender Trail (Flat Pass) popular recreation area. Consider reducing speed limit to 20 mph.
\$7,900	Short	Low	

COST (\$)	HORIZON	PRIORITY	IMPLEMENTATION
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\$284,500	Short	Medium	Evaluate various traffic calming techniques, including chokers, curb extensions, median islands, speed cushions, and chicanes.
\$271,000	Short	Medium	Evaluate various traffic calming techniques, including chokers, curb extensions, median islands, speed cushions, and chicanes.
\$271,000	Short	Medium	Evaluate various traffic calming techniques, including chokers, curb extensions, median islands, speed cushions, and chicanes.

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	LENGTH (FT)
CORRIDOR STUDY					
CS-01	100 W Trail	Conduct corridor study to determine design considerations to improve safety and comfort on 100 W Trail.	400 N	100 S	0.63
CS-02	500 W Trail	Conduct corridor study to determine design considerations to improve safety and comfort on 500 W Trail.	Anonymous Park	Kane Creek Blvd	0.53
CS-03	Green River Trail	Conduct a feasibility study to create shared use path along Green River from existing path north to Swaseys Beach.	Existing trail	Swaseys Beach	14.10
CS-04	Mill Creek Parkway - Segment A	Conduct a feasibility study to pave Mill Creek Parkway from existing paved shared use path at 100 W to 500 W through Bullick Cross Creeks Park.	100 W	500 W	0.64
CS-05	West Commuter Trail	Create shared use path along existing dirt roads and powerline easement from proposed Kane Creek Trail to Grand County line.	Kane Creek Blvd	Grand County line	8.74
CS-06	100 N - Segment A	Create protected bike lane on north-side (westbound) of 100 N and bike lane on south-side (eastbound) of 100 N from existing trail on 100 W to 200 E.	100 W	200 E	0.41
CS-07	400 E	Create protected bike lane on 400 E from 100 N to US-191.	100 N	US-191	1.53

**COST
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HORIZON

PRIORITY

IMPLEMENTATION

\$100,000 (Study)	Short (Planning); Medium (Implementation)	High	Potential improvements include removing existing bike lanes for additional space and to eliminate user confusion, adding additional buffer between path and roadway (~2-5'), adding high-visibility paint to driveway crossings, adding stripping and wayfinding signage to make trail more obvious to users, and considering additional path width if increase in users expected.
\$75,000 (Study)	Short (Planning); Medium (Implementation)	High	Potential improvements include widening trail to 12', widening the bridge over Mill Creek (existing ~6'), adding additional buffer between path and roadway (~2-5'), and adding stripping and wayfinding signage to make trail more obvious to users. Bridge over Mill Creek creates major choke point for users.
\$150,000 (Study)	Short (Planning); Long (Implementation)	Low	Connection to Swaseys Beach Boat Ramp, a popular destination. Consider Hastings Rd when trail near river is not feasible. Acquire property or easements as needed to formalize access. Coordinate partnership with City of Green River and Emery County.
\$75,000 (Study)	Short (Planning); Medium (Implementation)	High	Soft-surface section creates major barrier to active transportation with sand, etc. Crusher fines gravel not recommended in floodplain area. Acquire property or easements as needed to formalize access. Mill Creek studies can be done concurrent to reduce costs.
\$150,000 (Study)	Short (Planning); Long (Implementation)	Low	Connections to various recreation assets and trailheads on south-west end of valley. Consider on-street connections for short-term implementation and/or if property acquisition is not feasible. Alignment to be determined opportunistically over time through development, interest from property owners, etc. Consider soft-surface crusher fines or natural trail if paved surface undesirable
\$75,000 (Study)	Short (Planning); Medium (Implementation)	High	Shift existing angle parking to south. Reduce travel lanes to 10' (14' existing) and existing parallel parking to 6' (8' existing). Bring protected bike lane to intersection and add bike signal. Consider either push button actuation or automatic recall, depending on expected use. Consider removal of west most angled parking stall for improved sightlines. Bike signal pending UDOT approval.
\$100,000 (Study)	Short (Planning); Medium (Implementation)	High	Remove existing bike lanes on 400 E and shift protected bike lane to edge of sidewalk. Add 5' buffer with a physical barrier, such as curb or median to protect the bike lane. Consider buffered bike lanes or shared use path in confined areas, especially near and south of the crossings of Mill Creek and Pack Creek. Consider removal of center turn lane (~14'), where feasible.

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO
SPOT IMPROVEMENTS - CROSSINGS				
C-01	100 E / 300 S	Improve crossing with RRFB, high-visibility crosswalk, and signage between existing Mill Creek Parkway sections and 100 E Trail.	100 E	300 S
C-02	200 S / 200 E	Add high-visibility painted crosswalk, signage, and curb extensions to crossing from Mill Creek Parkway to 200 S bicycle boulevard.	200 S	200 E
C-03	400 E / Locust Ln	Improve existing crossing at 400 E and Locust Ln. Use high-visibility paint to make facilities and crosswalks more visible. Consider raised crosswalk, curb extensions, and RRFB.	400 E	Locust Ln
C-04	400 N / N Park Rd	Add crossing with PHB, raised crosswalk, median refuge island, and signage to connect proposed N Park Rd bicycle boulevard to proposed 400 N Trail	400 N	N Park Rd
C-05	City Ctr / Center St	Improve intersection at City Ctr and Center St and remove existing elevated planters to increase sightlines. Consider RRFB.	City Ctr	Center St
C-06	Holyoak Ln / US-191	Add crossing between proposed Holyoak Connector Trail to proposed US-191 Trail, especially if US-191 Trail is on west-side only.	Holyoak Ln	US-191
C-07	Park Dr / 500 W	Add crossing with PHB, raised crosswalk, curb extensions, median refuge island, and signage to Park Dr bicycle boulevard across 500 W.	Park Dr	500 W
C-08	Resource Blvd / US-191	Add crossing between proposed Resource Blvd Trail and US-191 Trail(s) and businesses on west-side of US-191.	Resource Blvd	US-191
C-09	Roberts Rd / US-191	Create grade-separated crossing underneath US-191 near Roberts Rd for Plateau Rd Trail to West Commuter Trail.	US-191	Roberts Rd

**COST
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HORIZON PRIORITY

IMPLEMENTATION

\$63,400	Short	High	Provides improved at-grade crossing with detour on damaged section of Mill Creek Parkway and has long-term value for connection between Grand County Middle, City Market, 100 E Trail, Bark Park, and Mill Creek Parkway.
\$18,000	Short	Low	
\$78,400	Short	High	Connection between Milt's and Dave's on the east and Mas Café, Rize, and Moab Charter School.
\$731,000	Long	Low	Implement with Orchard Park Trail development.
\$78,400	Short	Medium	Current elevated planters too high to see children crossing. Connection between Center Street Ballparks, Grand County Public Library, and City of Moab buildings.
\$718,000	Medium	Medium	Partner with UDOT for appropriate improvements based on current warrants and best practices. Consider PHB, curb extensions, median refuge island, high-visibility crosswalk, and signage. Crossings within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
\$735,000	Medium	Low	Implement with Park Dr bicycle boulevard development.
\$708,000	Long	Low	Coordinate with future neighborhood center development. Potential future traffic signal candidate. Partner with UDOT for appropriate improvements based on current warrants and best practices. Consider PHB, median refuge island, high-visibility crosswalk, and signage or coordinate with traffic signal development. Crossings within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
\$200,000	Long	Low	Takes advantage of existing topography. Coordinate with SITLA and UDOT. Crossings within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.

C-10	US-191 / Pack Creek	Create grade-separated crossing underneath US-191 through the culvert containing Pack Creek.	US-191	Pack Creek
C-11	US-191 / Riverview Dr	Add crossing between existing US-191 Trail and Riverview Dr to connect with proposed Matheson Wetlands Preserve Connector Trail.	Riverview Dr	US-191
C-12	100 N / ~50 E	Add mid-block crossing with high-visibility painted crosswalk, curb extensions, and signage to 100 N between US-191 and 100 E.	100 N	N/A

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO
SPOT IMPROVEMENTS - INTERSECTION IMPROVEMENTS				
II-01	100 E / 100 S	Add high-visibility painted crosswalks, curb extensions, and signage to the 100 E / 100 S intersection. Consider a raised intersection to slow traffic for the 100 E bicycle boulevard crossing.	100 E	100 S
II-02	100 W / Center St	Improve the intersection of the proposed Center St bicycle boulevard and existing 100 W Trail. Consider a mini traffic circle at intersection.	100 W	Center St
II-03	200 E / 100 S	Add high-visibility painted crosswalk and signage to all corners of the intersection. Consider curb extensions to reduce crossing distance.	200 E	100 S
II-04	300 E / 100 S	Add high-visibility painted crosswalk and signage to all corners of the intersection. Consider curb extensions to reduce crossing distance.	300 E	100 S
II-05	400 E / US-191	Improve intersection as part of proposed protected bike lane, trail, and bicycle boulevard improvements.	400 E	US-191
II-06	400 N / 100 W	Improve the intersection of the existing 100 W Trail and proposed 400 N Trail. Consider a roundabout with adjacent shared use path at intersection.	400 N	100 W

\$150,000	Long	High	Culvert will likely need to be expanded, which would be beneficial for flood control. Private property acquisition or easement is required to facilitate. Coordinate with UDOT. Crossings within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
\$708,000	Medium	Medium	Connection between hotels/businesses to US-191 Trail. Partner with UDOT for appropriate improvements based on current warrants and best practices. Consider PHB, median refuge island, high-visibility crosswalk, and signage. Crossings within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
\$45,000	Short	High	May need to removing parking spots (~2-4 spots). Connection from Post Office to businesses on north-side of road.

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HORIZON PRIORITY

IMPLEMENTATION

\$113,000	Short	High	
\$33,000	Medium	Medium	Mini traffic circle provides opportunity for art/placemaking.
\$56,700	Short	Low	Connection to Center Street Ballparks.
\$56,700	Short	Low	Connection to Center Street Ballparks.
\$29,500	Medium	Medium	Partner with UDOT for appropriate improvements based on current warrants and best practices. Consider high-visibility paint to make crosswalks more visible and consider straightening crosswalk at 400 E to reduce crossing distance and align closer to Minor Ct. Crossings within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
\$1,534,000	Long	High	Roundabout provides opportunity for green infrastructure/landscaping or large art/placemaking feature.

II-07	500 W / Williams Way	Improve the intersection of 500 W / Williams Way and crossings between the existing 500 W Trail and proposed Williams Way Trail. Consider a raised crosswalk across Williams Way to the existing Mill Creek Parkway connector on the east-side of 500 W (currently stop sign controlled). Consider a RRFB, high-visibility crosswalk, curb extensions, and signage across 500 W from the existing 500 W Trail and Anonymous Park to the proposed Williams Way Trail and existing trail near Moab Regional (no traffic control).	Williams Way	500 W
II-08	Center St / 300 E	Add high-visibility painted crosswalk and signage to all corners of the intersection. Consider additional curb extensions to reduce crossing distance.	Center St	300 E
II-09	Mill Creek Dr / Sand Flats Rd	Improve the intersection of the proposed Mill Creek Dr Trail and Sand Flats Trail. Consider a roundabout with adjacent shared use path at intersection.	Mill Creek Dr	Sand Flats Rd
II-10	Mill Creek Dr / US-191	Improve future US-191 Trail crossing(s) along US-191 between the existing Mill Creek Dr bike lanes and existing USU Moab Trail.	Mill Creek Dr	US-191
II-11	Williams Way / 100 W	Improve 100 W Trail crossing at Williams Way with raised crosswalk and signage to increase safety at the intersection for trail users.	100 W	Williams Way

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO
SPOT IMPROVEMENTS - PEDESTRIAN BRIDGE				

PB-01	Cinema Court Bridge	Replaced damaged pedestrian bridge over Pack Creek to connect existing trail through Bonita Ln to San Miguel Ave.	Existing trail	San Miguel Ave
PB-02	Colorado River Bridge	Add pedestrian bridge over Colorado River, connecting Kane Creek Trail and SR-279 Trail.	Kane Springs Rd	SR-279

\$104,700	Medium	Medium	
\$56,700	Short	Low	Connection to Center Street Ballparks.
\$168,000	Long	Medium	Roundabout provides opportunity for green infrastructure/landscaping or large art/placemaking feature.
\$658,000	Medium	Medium	Potential future traffic signal candidate. Partner with UDOT for appropriate improvements based on current warrants and best practices. Consider PHB, high-visibility crosswalk, and signage or coordinate with traffic signal development. Crossings within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
\$25,000	Short	High	

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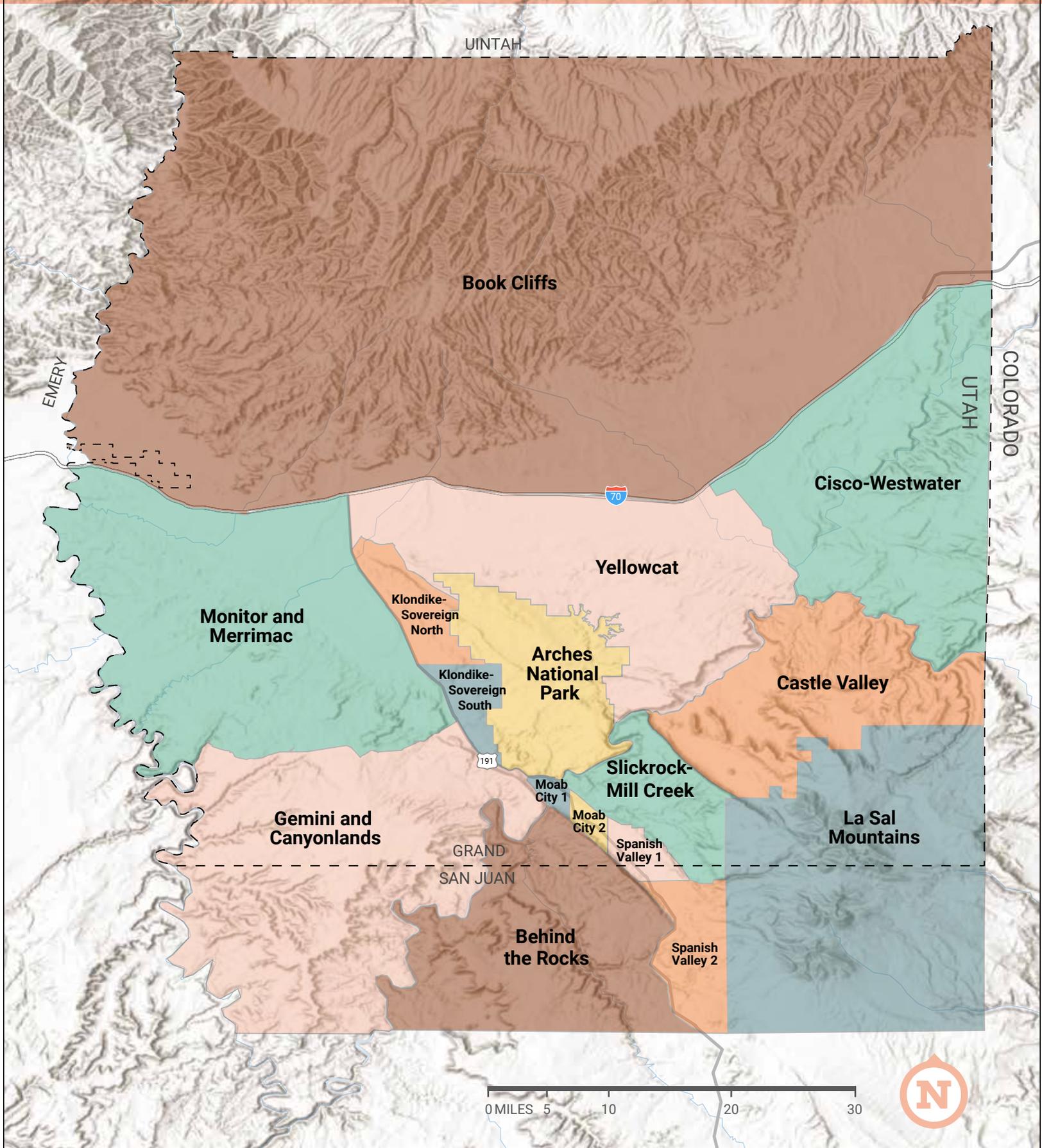
HORIZON PRIORITY

IMPLEMENTATION

\$225,000	Short	Medium	Bridge was washed out by flooding and not replaced, but the easement still exists. Important connection for Holyoak neighborhood commuters.
\$1,125,000	Long	Medium	Coordinate with development.

NATURAL SURFACE TRAIL RECOMMENDATIONS

MAP 11. OVERVIEW MAP OF MAP REGIONS



NATURAL SURFACE TRAIL PROPOSALS

REGIONS

The following pages contain recommendations for new natural surface trails throughout the County, contextualized with existing trails and doubletrack routes commonly used by non-motorized users. The County is broken into sixteen regional maps that are based on the scheme used in the *2011 Non-Motorized Trails Master Plan*, with a few minor boundary changes in order to improve clarity. The Klondike-Sovereign area has also been broken into a North and South section in order to provide more detail.

EXISTING HIKING AND EQUESTRIAN TRAILS

The majority of trails in the County are open to hikers and equestrians, including all trails on BLM land. Hiking/equestrian trails that have been approved and/or signed by the land manager are shown in blue. Some trails that have not been signed or approved by the land manager, but are commonly/historically used by hikers and equestrians, are shown in teal. Inclusion of these trails in the Plan is an acknowledgment of common use and does not indicate a recommendation for changes, unless the trail appears as a proposal.

EXISTING BIKE TRAILS

Existing, approved trails that allow mountain bike use are shown in orange, although mountain bikers may not be the primary user group. For example, Hidden Valley Trail is open to bikes, but predominantly used by hikers. For information about the most common users of each trail, see the matrices.

EXISTING ROADS

Doubletrack roads that are commonly used by non-motorized users, such as equestrians and mountain bikers, are shown in yellow. For example, the Onion Creek Road is adjacent to many equestrian trails and popular with equestrian users.

PREVIOUSLY PROPOSED TRAILS

Proposed trails that were included in the previously approved 2011 Plan are shown with a black/blue dotted line (for hiking/equestrian) or black/orange dotted line (for trails that are recommended to allow bikes) and indicated as “2011 Proposals” in the status column of the matrices. 2011 trail proposals that enter San Juan County are shown in grey for context to indicate that Grand County does not have jurisdiction over those areas and do not appear in the proposal matrices. Active transportation-focused recommendations from 2011 appear in the Active Transportation Recommendations section (p.78).

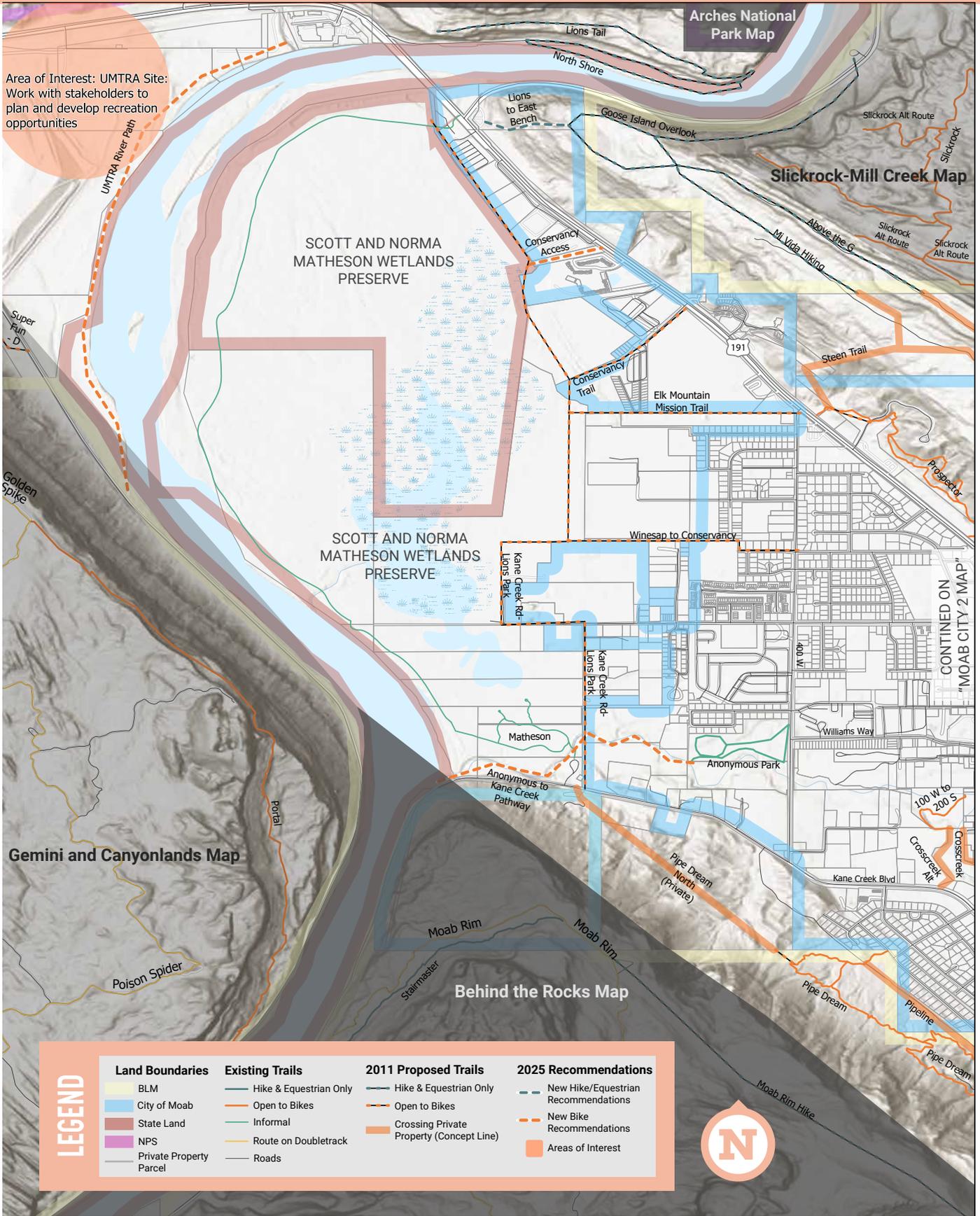
NEW PROPOSALS

New proposals created during the 2025 Plan update are shown by white/blue or white/orange dotted lines and indicated as “2025 Concept” in the matrices. These were developed based on public input: trails suggested in stakeholder meetings and on the online comment map were vetted for feasibility and consistency with guiding principles, discussed with the relevant land managers, and presented to the public at a mid-term open house. Inclusion of trails in this map and matrices constitutes a “wishlist,” and does not guarantee that the trails will be built. Trail alignment, design, and construction is ultimately at the discretion of the land manager or owner (see p. 8 for information about how Grand County and the City of Moab collaborate with land managers, and p. 219 to learn about working with private property owners).

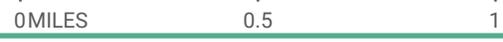
NATURAL SURFACE TRAIL RECOMMENDATIONS

MAP 12. MOAB CITY 1

Area of Interest: UMTRA Site:
Work with stakeholders to plan and develop recreation opportunities

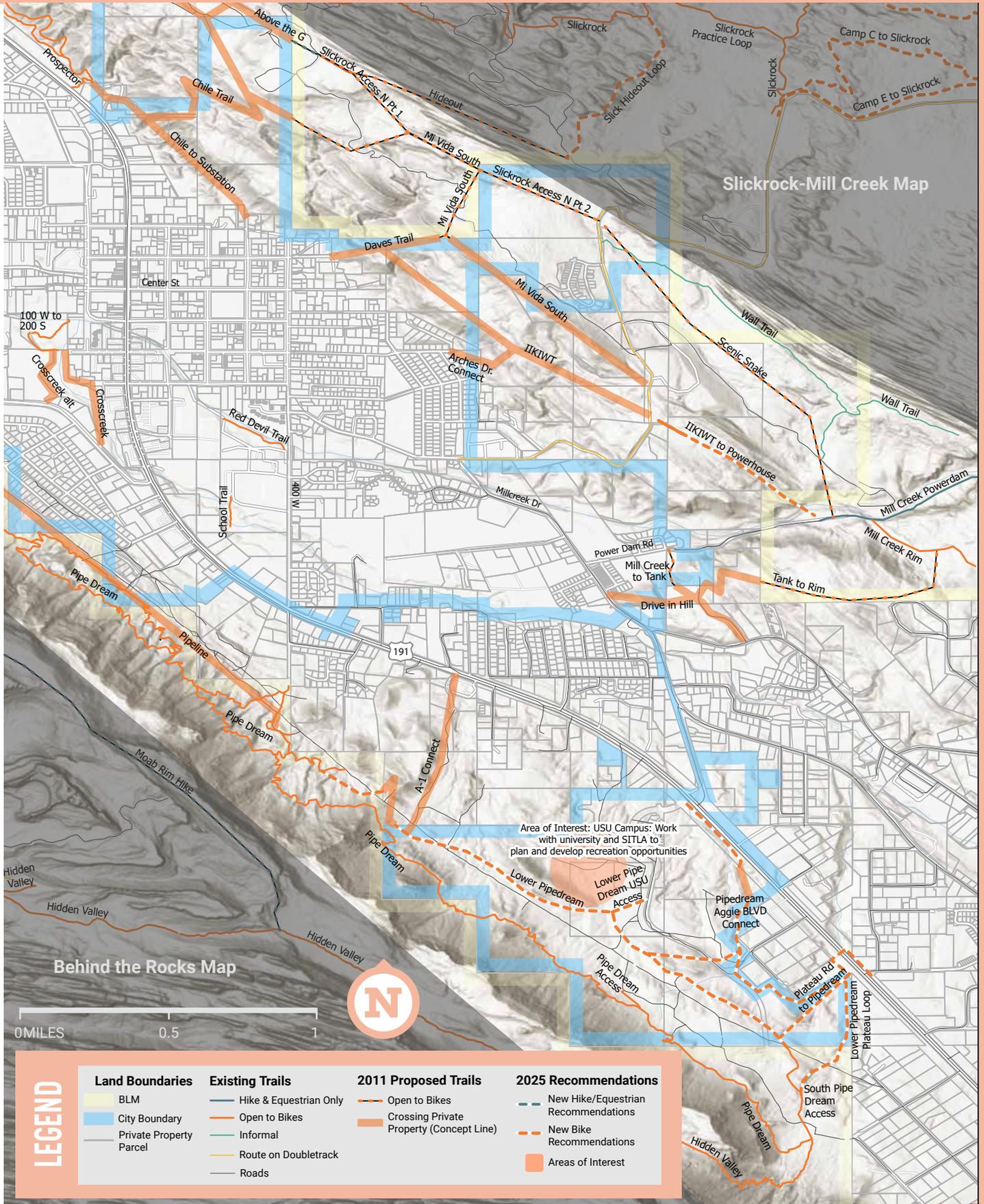


LEGEND	Land Boundaries	Existing Trails	2011 Proposed Trails	2025 Recommendations
	<ul style="list-style-type: none"> BLM City of Moab State Land NPS Private Property Parcel 	<ul style="list-style-type: none"> Hike & Equestrian Only Open to Bikes Informal Route on Doubletrack Roads 	<ul style="list-style-type: none"> Hike & Equestrian Only Open to Bikes Crossing Private Property (Concept Line) 	<ul style="list-style-type: none"> New Hike/Equestrian Recommendations New Bike Recommendations Areas of Interest



NATURAL SURFACE TRAIL RECOMMENDATIONS

MAP 13. MOAB CITY 2



Moab City 1: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Moab City 1	Pipedream	Pipedream	Approved	Bike	NA	Single
Moab City 1	100 W to 200 S	NA	Approved	Bike	Hike	Single
Moab City 1	Anonymous Park	NA	Informal	Hike	Bike	Single
Moab City 1	Matheson	NA	Approved	Hike	NA	Single
Moab City 1	Prospector	NA	Approved	Hike	Bike	Single

Moab City 1: Proposed Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Moab City 1	Pipe Dream North (Private)	Pipedream	2011 Proposed	Bike	Hike	Single
Moab City 1	Pipeline	Pipedream	2011 Proposed	Bike	NA	Single
Moab City 1	Above the G	NA	2011 Proposed	Hike		Single
Moab City 1	Anonymous to Kane Creek Pathway	NA	2025 Concept	Bike	Hike	Single
Moab City 1	Conservancy Access	NA	2025 Concept	Bike	Hike	Single
Moab City 1	Crosscreek	NA	2011 Proposed	Hike	Bike	Single
Moab City 1	Crosscreek alt	NA	2011 Proposed	Hike	Bike	Single
Moab City 1	Elk Mountain Mission Trail	NA	2011 Proposed	Bike	Hike	Single
Moab City 1	Goose Island Overlook	NA	2011 Proposed	Hike		Single
Moab City 1	Kane Creek Rd-Lions Park	NA	2011 Proposed	Bike	Hike	Single
Moab City 1	Lions to East Bench	NA	2025 Concept	Hike	NA	Single
Moab City 1	Lion's Tail	NA	2011 Proposed	Hike	NA	Single
Moab City 1	Mi Vida Hiking	NA	2011 Proposed	Hike	Bike	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Black	BLM	NA	Yes	No	No	No	No	5.1
Natural	Easy	City of Moab	NA	Yes	Yes	No	No	No	0.3
Natural	Easy	City of Moab	NA		No	No	No	No	0.8
Natural	Moderate	TNC	DNR	No	No	No	No	No	0.8
Natural	Moderate	Private	NA	Yes	No	No	No	No	1.3

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	Private	BLM	Yes	No	No	No	No	0.7
Natural	Green	Private	Private	Yes	No	No	No	No	1.2
Natural	Moderate	Private	BLM	Yes	No	No	No	No	1.7
Natural	Green	TNC	NA	Yes	No	No	No	No	0.7
Natural	Easy	TNC	DNR	Yes	No	No	No	No	0.2
Natural	Easy	Private	NA	Yes	No	No	No	No	0.4
Natural	Easy	Private	NA	Yes	No	No	No	No	0.2
Natural	Green	Private	NA	Yes	No	No	No	No	0.6
Natural	Moderate	BLM	NA	No	No	No	No	No	1.3
Natural	Green	DNR	TNC	Yes	No	No	No	No	2.5
Natural	Moderate	Grand County	BLM	Yes	No	No	No	No	0.2
Natural	Moderate	Grand County	DNR	No	No	No	No	No	.88
Natural	Moderate	Private	BLM	Yes	No	No	No	No	0.8

Moab City 1: Proposed Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Moab City 1	North Shore	NA	2011 Proposed	Hike	NA	Single
Moab City 1	Steen Trail	NA	2011 Proposed	Bike	Hike	Single
Moab City 1	Winesap to Conservancy	NA	2011 Proposed	Bike	Hike	Single
Moab City 1	UMTRA River Path	NA	2025 Concept	Bike	Hike	Single

Moab City 2: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Moab City 2	Pipedream	Pipedream	Approved	Bike	NA	Single
Moab City 2	Pipedream Access	Pipedream	Approved	Bike	Hike	Single
Moab City 2	100 W to 200 S	NA	Approved	Hike	Bike	Single
Moab City 2	Red Devil Trail	NA	Approved	Hike	Bike	Single
Moab City 2	School Trail	NA	Approved	Hike	Bike	Single
Moab City 2	Wall Trail	NA	Informal	Hike	NA	Single
Moab City 2	Mill Creek Left Hand	NA	Approved	Hike	NA	Single
Moab City 2	Mill Creek Rim	NA	Approved	Hike	Bike	Single
Moab City 2	Prospector	NA	Approved	Hike	Bike	Single
Moab City 2	Hidden Valley	NA	Approved	Hike	Bike	Single
Moab City 2	South Pipe Dream Access	Pipedream	Approved	Bike	Hike	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Easy	Grand County	DNR	Yes	No	No	No	No	1.1
Natural	Blue	Private	BLM	Yes	No	No	No	No	1.4
Natural	Green	Private	TNC	Yes	No	No	No	No	0.6
Natural	Green	Grand County	DNR	Yes	No	No	No	No	1.6

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Black	BLM	NA	Yes	No	No	No	No	5.1
Natural	Black	BLM	NA	Yes	No	No	No	No	0.5
Natural	Easy	City of Moab	NA	Yes	Yes	No	No	No	0.3
Natural	Easy	Grand County School District	NA	Yes	Yes	No	No	No	0.2
Natural	Easy	Grand County School District	City of Moab	Yes	Yes	No	No	No	0.1
Natural	Easy	BLM	SITLA	No	No	No	No	No	1.5
Natural	Moderate	BLM	NA	No	No	No	No	No	0.7
Natural	More Difficult	BLM	NA	Yes	No	No	No	No	1.5
Natural	Moderate	Private	NA	Yes	No	No	No	No	1.3
Natural	Moderate	BLM	NA	Yes	No	No	No	No	3.0
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.3

Moab City 2: Proposed Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Moab City 2	Lower Pipedream Plateau Loop	Pipedream	2025 Concept	Bike	Hike	Single
Moab City 2	Lower Pipedream	Pipedream	2025 Concept	Bike	Hike	Single
Moab City 2	Lower Pipe Dream USU Access	Pipedream	2025 Concept	Bike	Hike	Single
Moab City 2	Pipe Dream Aggie Blvd Connect	Pipedream	2025 Concept	Bike	Hike	Single
Moab City 2	Pipeline	Pipedream	2011 Proposed	Bike	NA	Single
Moab City 2	Plateau Rd to Pipedream	Pipedream	2025 Concept	Bike	Hike	Single
Moab City 2	A-1 Connect	NA	2011 Proposed	Bike	Hike	Double
Moab City 2	Above the G	NA	2011 Proposed	Hike	NA	Single
Moab City 2	Arches Dr. Connect	NA	2011 Proposed	Bike	Hike	Single
Moab City 2	Chile to Substation	NA	2011 Proposed	Bike	Hike	Single
Moab City 2	Chile Trail	NA	2011 Proposed	Bike	Hike	Single
Moab City 2	Crosscreek	NA	2011 Proposed	Hike	Bike	Single
Moab City 2	Crosscreek alt	NA	2011 Proposed	Hike	Bike	Single
Moab City 2	Dave's Trail	NA	2011 Proposed	Bike	Hike	Single
Moab City 2	Drive in Hill	NA	2011 Proposed	Bike	Hike	Single
Moab City 2	Hideout	NA	2011 Proposed	Bike	Hike	Single
Moab City 2	IIKIWT	NA	2011 Proposed	Bike	Hike	Single
Moab City 2	IIKIWT to Powerhouse	NA	2025 Concept	Bike	Hike	Single
Moab City 2	Mi Vida South	NA	2011 Proposed	Bike	Hike	Single
Moab City 2	Mill Creek to Tank	NA	2011 Proposed	Bike	Hike	Single
Moab City 2	Scenic Snake	NA	2011 Proposed	Bike	Hike	Single
Moab City 2	Slickrock Access N pt 1	NA	2011 Proposed	Bike		Single
Moab City 2	Slickrock Access N pt 2	NA	2011 Proposed	Bike	Hike	Single
Moab City 2	Tank to Rim	NA	2011 Proposed	Bike	Hike	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Green-Blue	SITLA	BLM	Yes	No	No	No	No	0.9
Natural	Green	SITLA	BLM	Yes	No	No	No	No	2.0
Natural	Green	USU	SITLA	Yes	No	No	No	No	0.1
Natural	Green-Blue	Private	SITLA	Yes	No	No	No	No	0.8
Natural	Green	Private	Private	Yes	No	No	No	No	1.2
Natural	Green	SITLA	NA	Yes	No	No	No	No	0.5
Natural	Green	Private	NA	Yes	No	No	No	No	0.5
Natural	Moderate	Private	BLM	Yes	No	No	No	No	1.7
Natural	Black	Private	NA	Yes	No	No	No	No	0.2
Natural	Green	Private	NA	Yes	No	No	No	No	0.6
Natural	Green	Private	NA	Yes	No	No	No	No	1.1
Natural	Easy	Private	NA	Yes	Yes	No	No	No	0.4
Natural	Easy	Private	NA	Yes	No	No	No	No	0.2
Natural	Black	Private	Grand County	Yes	No	No	No	No	0.3
Natural	Blue	Private	Grand County	Yes	No	No	No	No	0.2
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.75
Natural	Blue	Private	NA	Yes	No	No	No	No	0.9
Natural	Blue	BLM	City of Moab	Yes	No	No	No	No	0.6
Natural	Blue	Private	BLM	Yes	No	No	No	No	1.7
Natural	Blue	Private	Moab City	Yes	No	No	No	No	0.2
Natural	Blue	Private	BLM	Yes	No	No	No	No	1.2
Natural	Blue	SITLA	Private	Yes	No	No	No	No	.35
Natural	Blue	Sand Flats Recreation Area	BLM	Yes	No	No	No	No	.36
Natural	Black	Private	Grand County; BLM	Yes	No	No	No	No	1.1

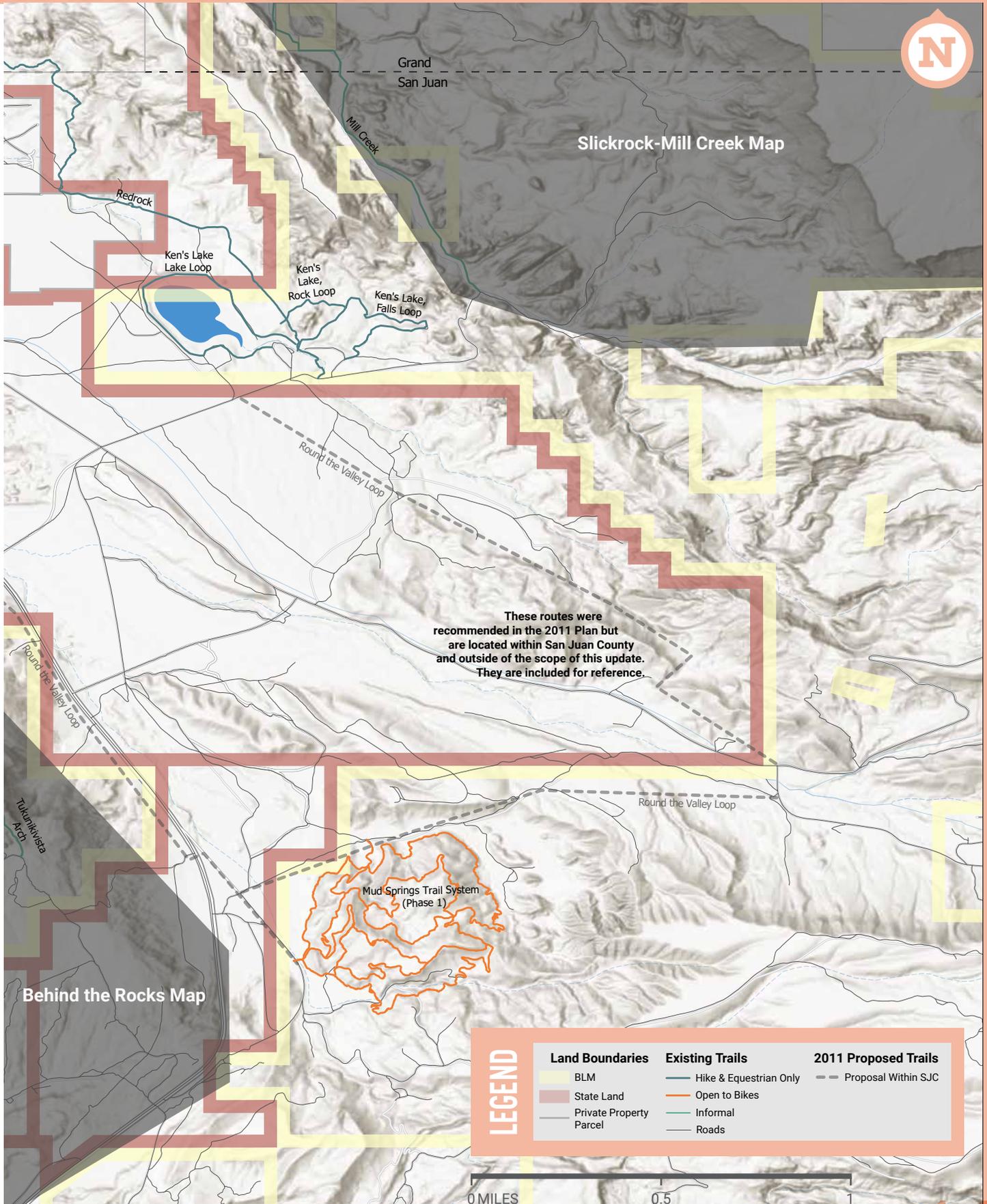
NATURAL SURFACE TRAIL RECOMMENDATIONS

MAP 14. SPANISH VALLEY 1



NATURAL SURFACE TRAIL RECOMMENDATIONS

MAP 15. SPANISH VALLEY 2



Spanish Valley 1: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Spanish Valley 1	Pipe Dream Access	Pipedream	Approved	Bike	Hike	Single
Spanish Valley 1	South Pipe Dream Access	Pipedream	Approved	Bike	Hike	Single
Spanish Valley 1	Johnson's Up-on-Top Doubletrack	NA	Private Road	Equestrian	Motorized	Double
Spanish Valley 1	Johnson's Up-on-Top Horse Trails	NA	Informal	Equestrian	NA	Single
Spanish Valley 1	Mill Creek (private property crossing--pending legal status)	NA	Informal	Hike	NA	Single
Spanish Valley 1	Mill Creek Access	NA	Approved	Hike	NA	Single
Spanish Valley 1	Mill Creek Righthand	NA	Approved	Hike	NA	Single
Spanish Valley 1	Navajo Ridge Steps Access	NA	Approved	Hike	NA	Single
Spanish Valley 1	Redrock	NA	Approved	Equestrian	NA	Mixed

Spanish Valley 1: Proposed Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Spanish Valley 1	Johnsons Up-On-Top West Rim	NA	2025 Concept	Bike	Hike	Single
Spanish Valley 1	Spring Canyon	NA	Pending Legal Status	Hike	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	SITLA	NA	Yes	No	No	No	No	0.1
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.3
Natural	Easy	SITLA	Private	Yes	Yes	Yes	Yes	Yes	8.7
Natural	Moderate	SITLA	Private	Yes	No	No	No	No	5.7
Natural	Moderate	Private	NA	No	No	No	No	No	0.4
Natural	Moderate	Private	BLM	No	No	No	No	No	0.2
Natural	Easy	BLM	NA	No	No	No	No	No	2.1
Natural		Private	BLM	No	No	No	No	No	0.3
Natural		SITLA	BLM	No	No	No	No	No	3.5

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	SITLA	Private	Yes	No	No	No	No	1.6
Natural	Moderate	Private	BLM	No	No	No	No	No	0.9

Spanish Valley 2: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Spanish Valley 2	Cauldron Exit	Mud Springs	Approved	Bike	NA	Single
Spanish Valley 2	Cauldron North	Mud Springs	Approved	Bike	NA	Single
Spanish Valley 2	Cauldron South	Mud Springs	Approved	Bike	NA	Single
Spanish Valley 2	Mud Springs North Access	Mud Springs	Approved	Bike	NA	Single
Spanish Valley 2	Mudsprings Trailhead Climb	Mud Springs	Approved	Bike	NA	Single
Spanish Valley 2	Perimeter DH	Mud Springs	Approved	Bike	NA	Single
Spanish Valley 2	Ridge 1 DH	Mud Springs	Approved	Bike	NA	Single
Spanish Valley 2	Ridge 2 DH	Mud Springs	Approved	Bike	NA	Single
Spanish Valley 2	Ridge 3 DH	Mud Springs	Approved	Bike	NA	Single
Spanish Valley 2	Ridges South	Mud Springs	Approved	Bike	NA	Single
Spanish Valley 2	Ken's Lake, Falls Loop	NA	Approved	Hike	NA	Single
Spanish Valley 2	Ken's Lake Loop	NA	Approved	Hike	NA	Single
Spanish Valley 2	Ken's Lake, Rock Loop	NA	Approved	Hike	NA	Single
Spanish Valley 2	Redrock	NA	Approved	Equestrian	NA	Mixed

Spanish Valley 2: Proposed Trails

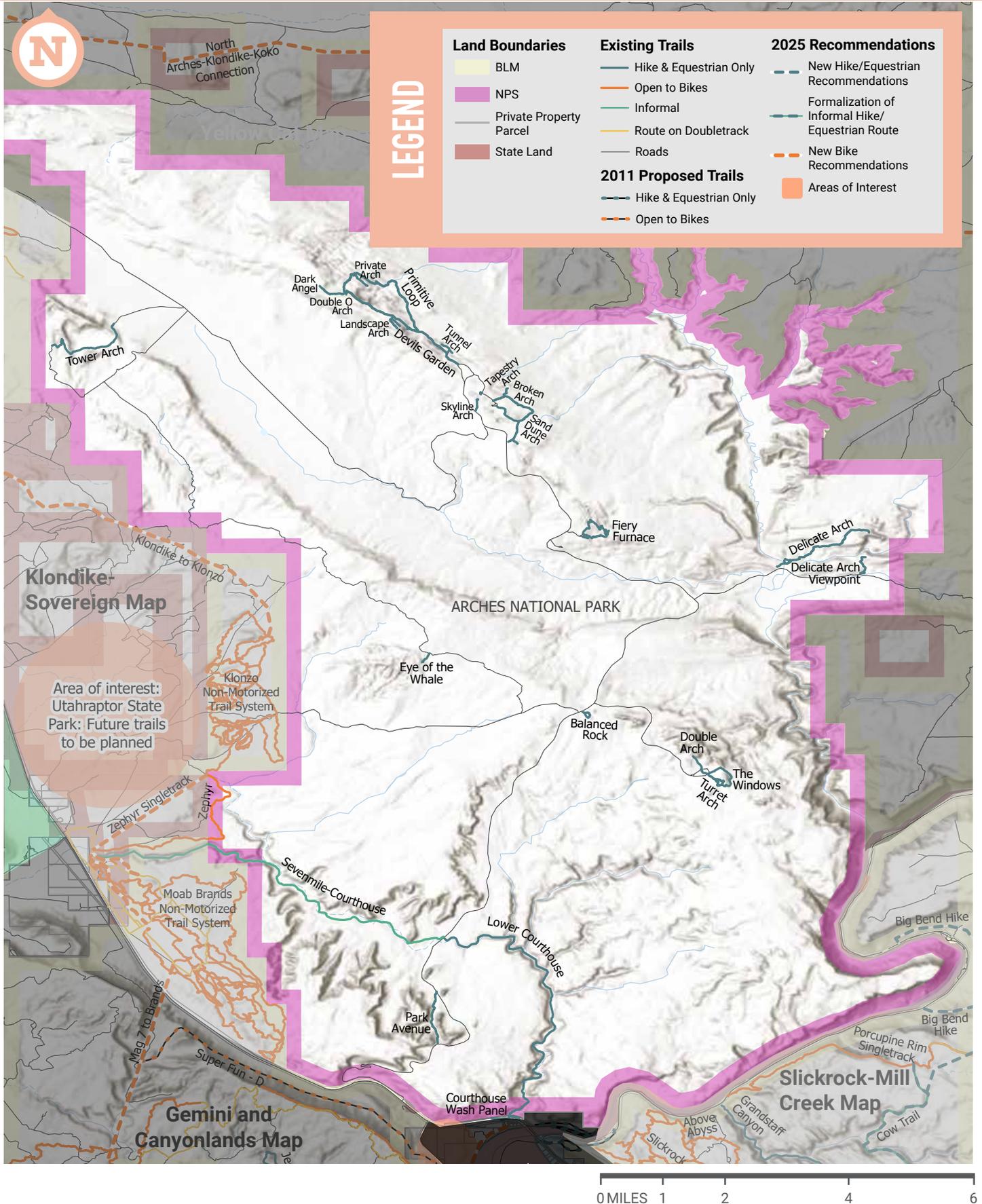
Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
No recommendations (outside of scope of 2025 Plan update)						

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Green	BLM	NA	Yes	Yes	No	No	No	0.8
Natural	Blue	BLM	NA	Yes	Yes	No	No	No	1.3
Natural	Green	BLM	NA	Yes	Yes	No	No	No	0.7
Natural	Green	BLM	NA	Yes	Yes	No	No	No	0.5
Natural	Green	BLM	NA	Yes	Yes	No	No	No	2.0
Natural	Green	BLM	NA	Yes	Yes	No	No	No	3.1
Natural	Black	BLM	NA	Yes	Yes	No	No	No	0.5
Natural	Black	BLM	NA	Yes	Yes	No	No	No	0.3
Natural	Black	BLM	NA	Yes	Yes	No	No	No	0.6
Natural	Black	BLM	NA	Yes	Yes	No	No	No	1.1
Natural	Easy	BLM	NA	No	No	No	No	No	1.3
Natural	Easy	BLM	NA	No	No	No	No	No	1.7
Natural	Easy	BLM	NA	No	No	No	No	No	0.4
Natural		SITLA	BLM	No	No	No	No	No	3.5

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	

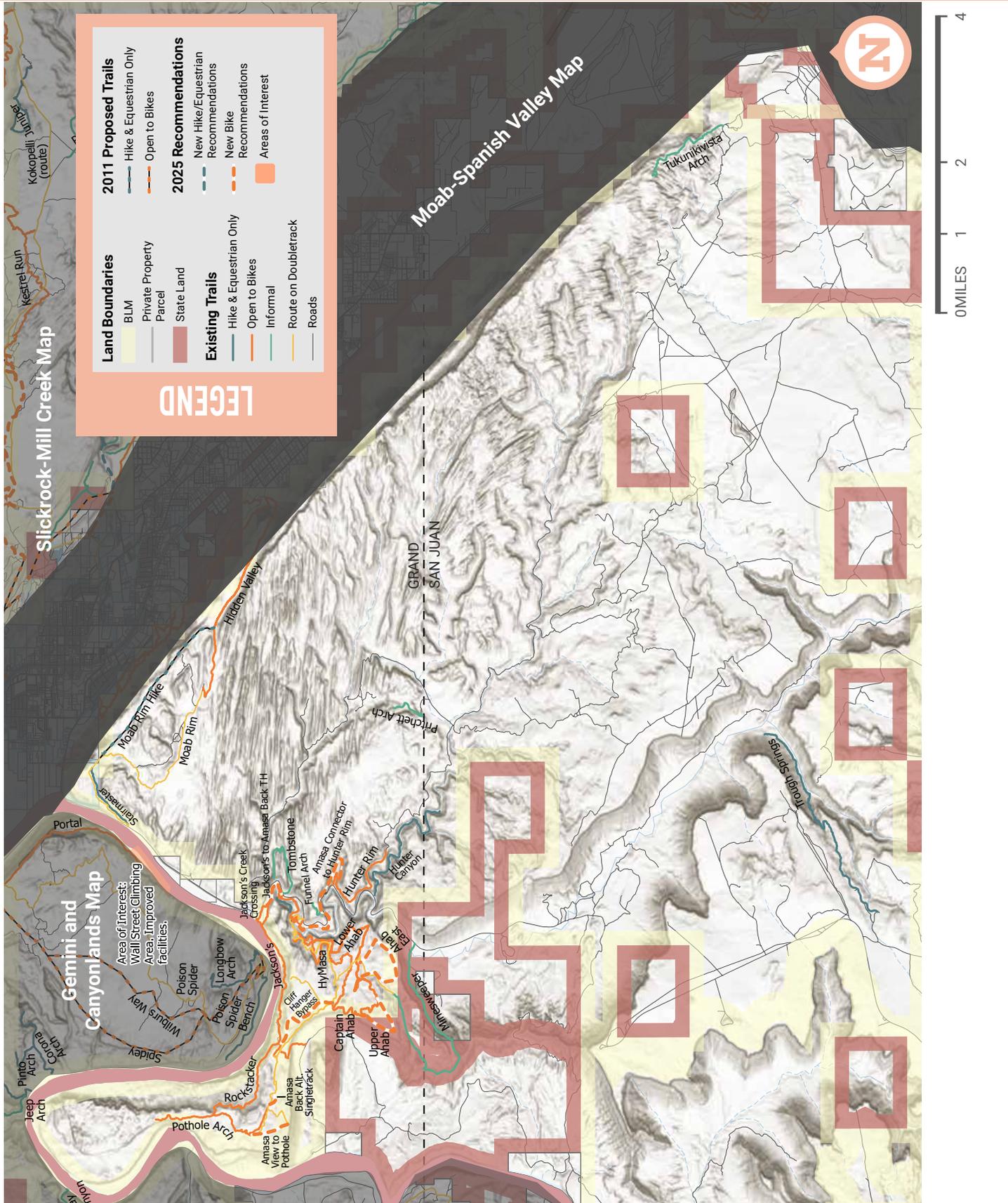
NATURAL SURFACE TRAIL RECOMMENDATIONS

MAP 16. ARCHES NATIONAL PARK



NATURAL SURFACE TRAIL RECOMMENDATIONS

MAP 17. BEHIND THE ROCKS



Arches National Park: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Arches National Park	Amphitheater	NA	Approved	Hike	NA	Single
Arches National Park	Balanced Rock	NA	Approved	Hike	NA	Single
Arches National Park	Broken Arch	NA	Approved	Hike	NA	Single
Arches National Park	Broken Arch Connector	NA	Approved	Hike	NA	Single
Arches National Park	Courthouse Wash Panel	NA	Approved	Hike	NA	Single
Arches National Park	Dark Angel	NA	Approved	Hike	NA	Single
Arches National Park	Delicate Arch	NA	Approved	Hike	NA	Single
Arches National Park	Delicate Arch Petroglyph	NA	Approved	Hike	NA	Single
Arches National Park	Delicate Arch Viewpoint	NA	Approved	Hike	NA	Single
Arches National Park	Devils Garden	NA	Approved	Hike	NA	Single
Arches National Park	Double Arch	NA	Approved	Hike	NA	Single
Arches National Park	Double O Arch	NA	Approved	Hike	NA	Single
Arches National Park	Eye of the Whale	NA	Approved	Hike	NA	Single
Arches National Park	Fiery Furnace	NA	Approved	Hike	NA	Single
Arches National Park	Fiery Furnace Viewpoint	NA	Approved	Hike	NA	Single
Arches National Park	Landscape Arch	NA	Approved	Hike	NA	Single
Arches National Park	Lower Courthouse	NA	Approved	Hike	NA	Single
Arches National Park	Navajo Arch	NA	Approved	Hike	NA	Single
Arches National Park	North Window	NA	Approved	Hike	NA	Single
Arches National Park	Park Avenue	NA	Approved	Hike	NA	Single
Arches National Park	Partition Arch	NA	Approved	Hike	NA	Single
Arches National Park	Pine Tree Arch	NA	Approved	Hike	NA	Single
Arches National Park	Primitive Loop	NA	Approved	Hike	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Soft Surface	More Difficult	Arches National Park	NA	No	No	No	No	No	0.1
Paved	Easy	Arches National Park	NA	No	No	No	No	No	0.3
Natural	Easy	Arches National Park	NA	No	No	No	No	No	1.4
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.3
Natural	Easy	Arches National Park	BLM	No	No	No	No	No	0.5
Natural	More Difficult	Arches National Park	NA	No	No	No	No	No	0.4
Natural	More Difficult	Arches National Park	NA	No	No	No	No	No	1.6
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.2
Soft Surface	Easy	Arches National Park	NA	No	No	No	No	No	0.5
Natural	More Difficult	Arches National Park	NA	No	No	No	No	No	4.0
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.3
Natural	More Difficult	Arches National Park	NA	No	No	No	No	No	0.0
Natural	More Difficult	Arches National Park	NA	No	No	No	No	No	0.2
Natural	More Difficult	Arches National Park	NA	No	No	No	No	No	1.3
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.1
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.9
Natural	Moderate	BLM	NA	No	No	No	No	No	5.2
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.3
Soft Surface	More Difficult	Arches National Park	NA	No	No	No	No	No	0.3
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.9
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.2
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.2
Natural	More Difficult	Arches National Park	NA	No	No	No	No	No	3.3

Arches National Park: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Arches National Park	Private Arch	NA	Approved	Hike	NA	Single
Arches National Park	Sand Dune Arch	NA	Approved	Hike	NA	Single
Arches National Park	SevenMile-Courthouse	NA	Informal	Hike	NA	Single
Arches National Park	Skyline Arch Trail	NA	Approved	Hike	NA	Single
Arches National Park	Tapestry Arch	NA	Approved	Hike	NA	Single
Arches National Park	Tower Arch	NA	Approved	Hike	NA	Single
Arches National Park	Tunnel Arch	NA	Approved	Hike	NA	Single
Arches National Park	Turret Arch	NA	Approved	Hike	NA	Single
Arches National Park	Windows Connector	NA	Approved	Hike	NA	Single
Arches National Park	Windows Loop Trail	NA	Approved	Hike	NA	Single
Arches National Park	Windows Primitive Loop Trail	NA	Approved	Hike	NA	Single

Arches National Park: Proposed Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
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No natural surface trail recommendations.

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	More Difficult	Arches National Park	NA	No	No	No	No	No	0.3
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.2
Natural	Moderate	Arches National Park	NA	No	No	No	No	No	5.6
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.2
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.3
Natural	More Difficult	Arches National Park	NA	No	No	No	No	No	1.5
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.1
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.2
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.1
Natural	More Difficult	Arches National Park	NA	No	No	No	No	No	0.5
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.7

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	

Behind the Rocks: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Behind the Rocks	Amasa Back Connector	Amasa Back	Approved	Bike	NA	Single
Behind the Rocks	Captain Ahab (lower)	Amasa Back	Approved	Bike	NA	Single
Behind the Rocks	Captain Ahab (route)	Amasa Back	Approved	Bike	NA	Single
Behind the Rocks	Captain Ahab (upper)	Amasa Back	Approved	Bike	NA	Single
Behind the Rocks	Cliff Hanger	Amasa Back	Existing	Motorized	Bike	Double
Behind the Rocks	Cliff Hanger Connector	Amasa Back	Existing	Bike	Hike	Double
Behind the Rocks	Cliff Hanger Jeep Route	Amasa Back	Existing	Motorized	Bike	Double
Behind the Rocks	HyMasa	Amasa Back	Approved	Bike	NA	Single
Behind the Rocks	Jackson	Amasa Back	Approved	Bike	NA	Single
Behind the Rocks	Jackson Connector	Amasa Back	Approved	Bike	NA	Single
Behind the Rocks	Jackson Creek Crossing	Amasa Back	Approved	Bike	NA	Single
Behind the Rocks	Jackson's Ladder	Amasa Back	Approved	Hike	Bike	Single
Behind the Rocks	Rockstacker	Amasa Back	Approved	Bike	NA	Single
Behind the Rocks	Pothole Arch	Amasa Back	Approved	Bike	NA	Single
Behind the Rocks	Abraxas Climbing Access Trail	NA	Approved	Climb	NA	Single
Behind the Rocks	Funnel Arch	NA	Informal	Hike	NA	Single
Behind the Rocks	Hidden Valley	NA	Approved	Hike	Bike	Single
Behind the Rocks	Hunter Canyon	NA	Approved	Hike	NA	Single
Behind the Rocks	Hunter Rim	NA	Approved	Hike	Bike	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.7
Natural	Double Black	BLM	NA	Yes	No	No	No	No	2.0
Natural	Double Black	BLM	NA	Yes	No	No	No	No	4.3
Natural	Black	BLM	NA	Yes	No	No	No	No	2.2
Natural	Black	BLM	NA	Yes	Yes	Yes	Yes	Yes	3.8
Natural	Black	BLM	NA	Yes	Yes	Yes	Yes	Yes	1.2
Natural	Black	BLM	NA	Yes	Yes	Yes	Yes	Yes	5.3
Natural	Blue-Black	BLM	NA	Yes	No	No	No	No	2.7
Natural	Double Black	BLM	NA	Yes	No	No	No	No	1.9
Natural	Double Black	BLM	NA	Yes	No	No	No	No	0.3
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.3
Natural	Difficult	BLM	NA	Yes	No	No	No	No	0.5
Natural	Double Black	BLM	NA	Yes	No	No	No	No	1.7
Natural	Black	BLM	NA	Yes	No	No	No	No	2.0
Natural	Moderate	BLM	NA	No	No	No	No	No	0.4
Natural	Difficult	BLM	NA	No	No	No	No	No	0.3
Natural	Moderate	BLM	NA	Yes	No	No	No	No	3.0
Natural	Moderate	BLM	NA	No	No	No	No	No	2.2
Natural	Black	BLM	NA	Yes	NA	NA	NA	NA	1.5

Behind the Rocks: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Behind the Rocks	Minesweeper	NA	Informal	Hike	NA	Single
Behind the Rocks	Moab Rim	NA	Existing	Motorized	Bike	Double
Behind the Rocks	Pritchett Arch	NA	Informal	Hike	NA	Single
Behind the Rocks	Stairmaster	NA	Approved	Hike	NA	Single
Behind the Rocks	Tombstone	NA	Informal	Hike	NA	Single
Behind the Rocks	Trough Springs	NA	Approved	Hike	NA	Single
Behind the Rocks	Tukunikivista Arch	NA	Informal	Hike	NA	Single

Behind the Rocks: Proposed Trails

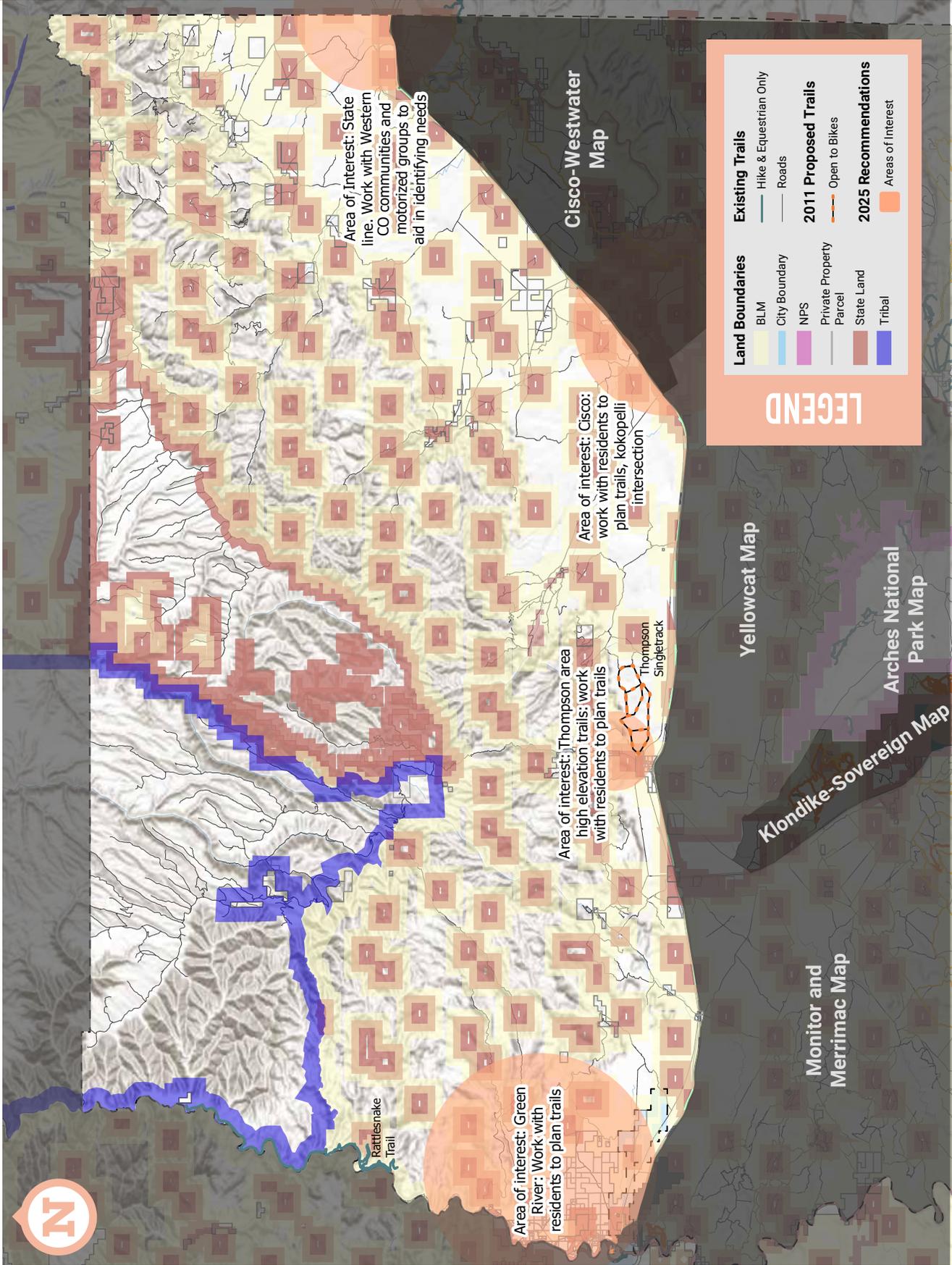
Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Behind the Rocks	Ahab East	Amasa Back	2025 Concept	Bike	Hike	Single
Behind the Rocks	Amasa Back Alternative Singletrack	Amasa Back	Informal	Bike	Hike	Single
Behind the Rocks	Amasa Connect to Hunter Rim Trail	Amasa Back	2025 Concept	Hike	NA	Single
Behind the Rocks	Amasa View to Pothole	Amasa Back	2025 Concept	Bike	Hike	Single
Behind the Rocks	Cliffhanger Bypass	Amasa Back	2025 Concept	Bike	Hike	Single
Behind the Rocks	Jackson's to Amasaback Trailhead	Amasa Back	2025 Concept	Bike	Hike	Single
Behind the Rocks	Upper Captain Ahab	Amasa Back	2025 Concept	Bike	Hike	Single
Behind the Rocks	Moab Rim Hike	NA	2011 Proposed	Hike	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Difficult	BLM	NA	No	Yes	Yes	Yes	Yes	3.2
Natural	Double Black	BLM	NA	Yes	Yes	Yes	Yes	Yes	3.5
Natural	Difficult	BLM	NA	No	No	No	No	No	0.5
Natural	More Difficult	BLM	NA	No	No	No	No	No	0.9
Natural	Difficult	BLM	NA	No	No	No	No	No	1.2
Natural	More Difficult	BLM	NA	No	No	No	No	No	3.3
Natural	Moderate	BLM	NA	No	No	No	No	No	1.4

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Black	BLM	SITLA	Yes	No	No	No	No	1.4
Natural	Black	BLM	NA	Yes	No	No	No	No	0.2
Natural	Moderate	BLM	NA	Yes	No	No	No	No	1.7
Natural	Black	BLM	NA	Yes	No	No	No	No	0.5
Natural	Black	BLM	NA	Yes	No	No	No	No	1.0
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.4
Natural	Black	SITLA	BLM	Yes	No	No	No	No	0.9
Natural	Moderate	BLM	NA	No	No	No	No	No	2.2

NATURAL SURFACE TRAIL RECOMMENDATIONS

MAP 18. BOOK CLIFFS



Book Cliffs: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Book Cliffs	Rattlesnake Trail	NA	Approved	Equestrian	NA	Single

Book Cliffs: Proposed Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Book Cliffs	Thompson ST	NA	2011 Proposed	Bike	Moto	Single

Castle Valley: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Castle Valley	Amphitheater Loop	NA	Approved	Hike	NA	Single
Castle Valley	Castleton Climbing Access	NA	Approved	Climb	NA	Single
Castle Valley	Fisher Mesa	NA	Approved	Bike	NA	Single
Castle Valley	Fisher Towers	NA	Approved	Hike	NA	Single
Castle Valley	Bijou	NA	Approved	Equestrian	NA	Single
Castle Valley	Ida Extension	NA	Informal	Hike	Equestrian	Single
Castle Valley	Ida Gulch (hike)	NA	Approved	Hike	Equestrian	Single
Castle Valley	Ida Gulch (horse)	NA	Approved	Equestrian	Hike	Single
Castle Valley	Onion Creek Bench	NA	Approved	Equestrian	NA	Single
Castle Valley	Onion Creek Road	NA	Existing	Equestrian	NA	Double
Castle Valley	Parriott Mesa	NA	Informal	Hike	Climb	Single
Castle Valley	Red Cliffs	NA	Approved	Equestrian	Hike	Single
Castle Valley	Red Onion	NA	Approved	Hike	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural		BLM	NA	No	No	No	No	No	24.3

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Green-Blue	BLM	Private	Yes	Yes	Yes	No	No	1.4

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Easy-Moderate	BLM	NA	No	No	No	No	No	4.3
Natural	Difficult	BLM	Utah Open Lands	No	No	No	No	No	1.4
Natural	Black	USFS	NA	Yes	No	No	No	No	11.0
Natural	Moderate	BLM	NA	No	No	No	No	No	1.9
Natural	Moderate	BLM	NA	No	No	No	No	No	2.0
Natural	Moderate	BLM	NA	No	No	No	No	No	1.5
Natural	Moderate	BLM	NA	No	No	No	No	No	2.7
Natural	Moderate	BLM	NA	No	No	No	No	No	8.2
Natural	Easy	BLM	NA	No	No	No	No	No	21.7
Natural		BLM	NA	Yes	Yes	Yes	Yes	Yes	9.6
Natural	Most Difficult	BLM	NA	No	NA	NA	NA	NA	1.4
Natural		BLM	Private	No	No	No	No	No	3.7
Natural	Difficult	BLM	NA	No	No	No	No	No	3.5

Castle Valley: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Castle Valley	Stearns Creek	NA	Approved	Equestrian	NA	Single
Castle Valley	Stearns Gulch	NA	Approved	Equestrian	NA	Single
Castle Valley	Sylvester	NA	Approved	Equestrian	Hike	Single

Castle Valley: Proposed Trails

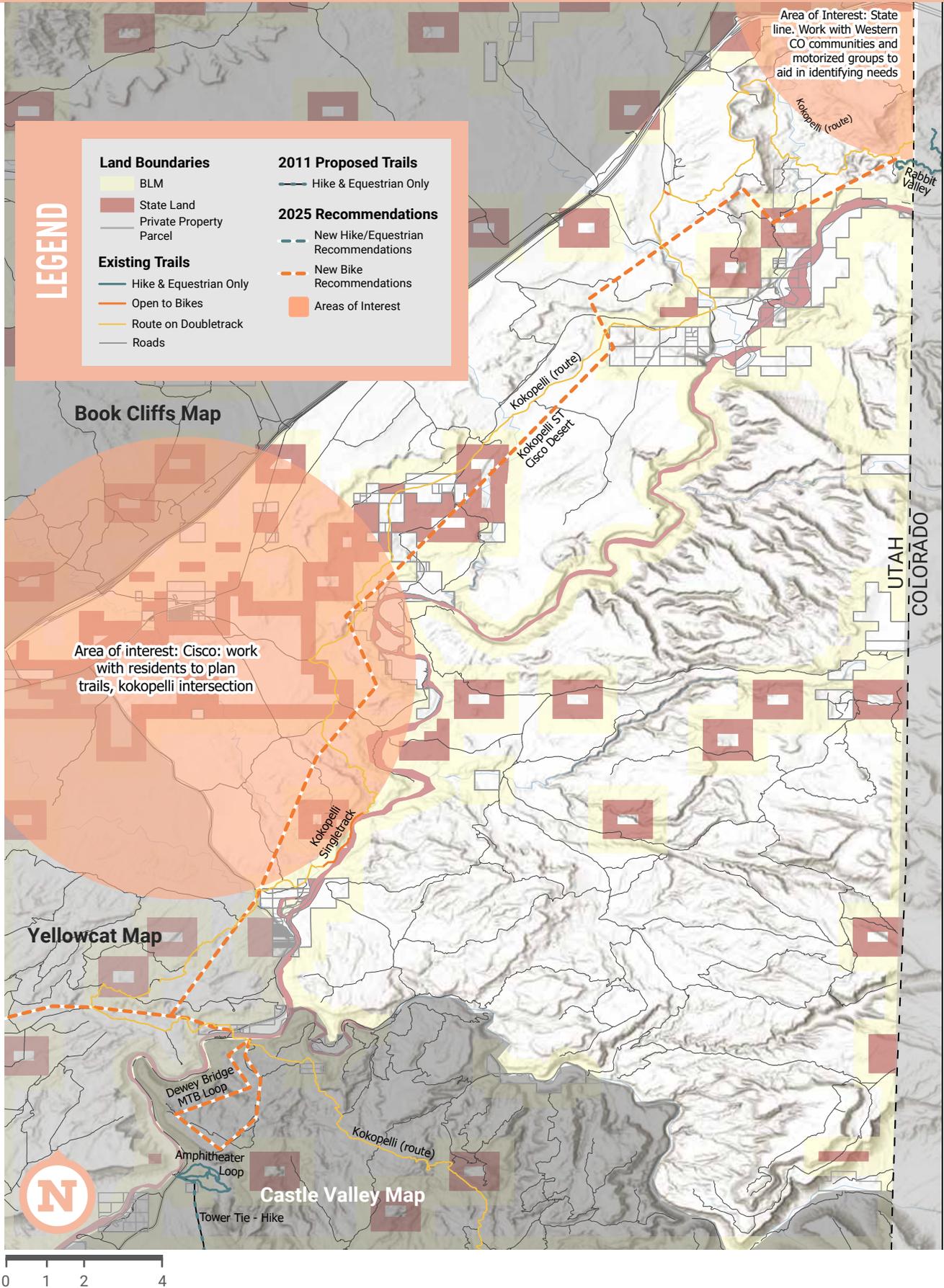
Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Castle Valley	Adobe Mesa	NA	2011 Proposed	Bike	Hike	Single
Castle Valley	Dewey Bridge MTB Loop	NA	2025 Concept	Bike	Hike	Single
Castle Valley	Ida Gulch Scenic hike	NA	2025 Concept	Hike	NA	Single
Castle Valley	Professor Valley Loop	NA	2025 Concept	Hike	NA	Single
Castle Valley	Red Cliffs to Professor Valley	NA	2025 Concept	Hike	NA	Single
Castle Valley	Sylvester to Castle Valley	NA	2025 Concept	Hike	Hike	Single
Castle Valley	Tower Tie - Hike	NA	2011 Proposed	Hike	NA	Single
Castle Valley	West Pariott Mesa	NA	2025 Concept	Hike	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural		BLM	NA	No	No	No	No	No	5.0
Natural		BLM	NA	No	No	No	No	No	2.8
Natural	More Difficult	BLM	NA	No	No	No	No	No	6.8

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Moderate	BLM	USFS	Yes	No	No	No	No	9.1
Natural	Blue black	BLM	NA	Yes	No	No	No	No	7.6
Natural	Easy	BLM	NA	Yes	No	No	No	No	3.5
Natural	Easy	BLM	Private	Yes	No	No	No	No	2.2
Natural	Green	Private	BLM	Yes	No	No	No	No	5.3
Natural	Easy	BLM	Private	Yes	No	No	No	No	1.6
Natural	Moderate	BLM	NA	No	No	No	No	No	2.7
Natural	Moderate	BLM	Utah Open Lands	Yes	No	No	No	No	3.7

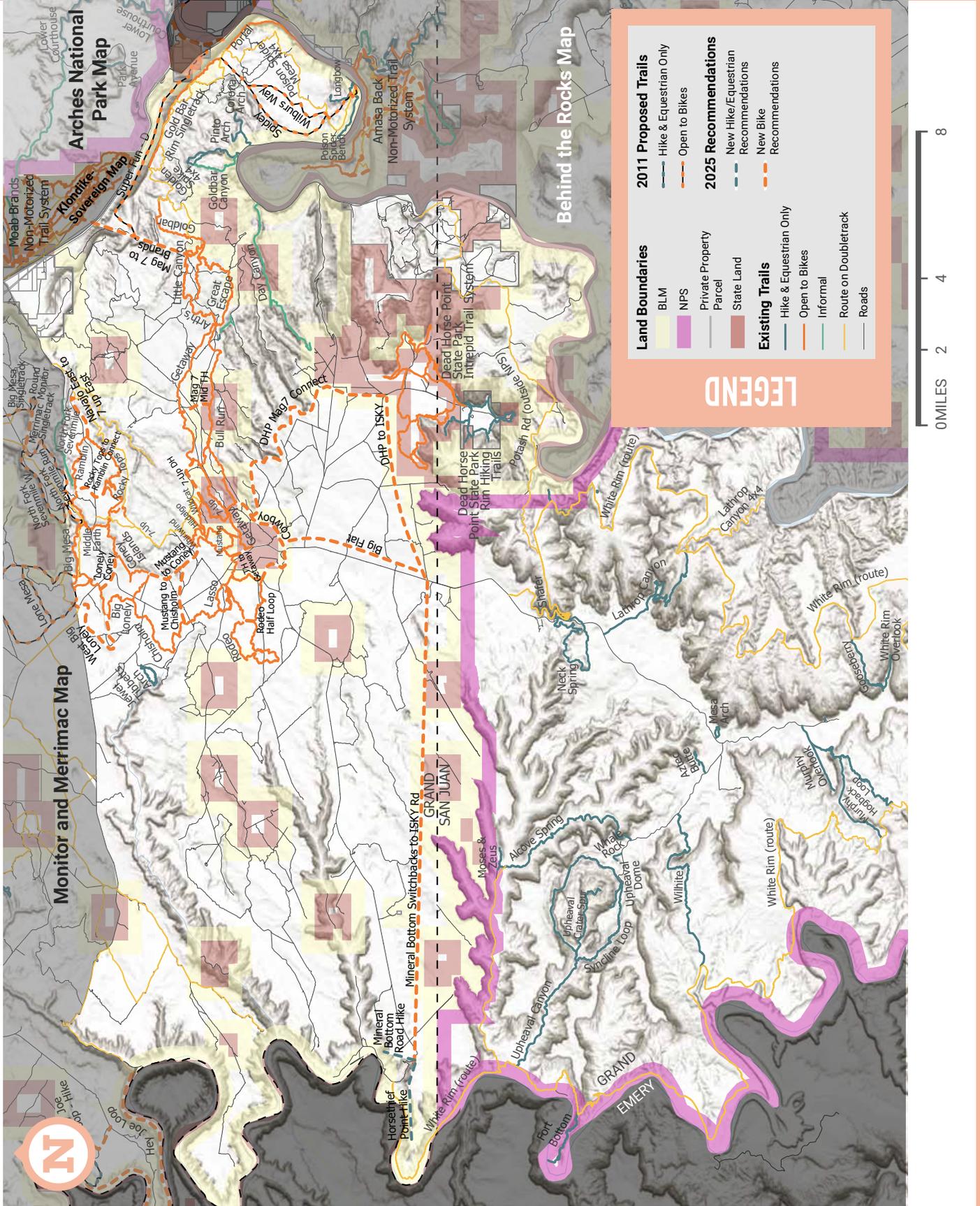
NATURAL SURFACE TRAIL RECOMMENDATIONS

MAP 20. CISCO-WESTWATER



NATURAL SURFACE TRAIL RECOMMENDATIONS

MAP 21. GEMINI-CANYONLANDS



Cisco-Westwater: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Multiple	Kokopelli Singletrack		Approved	Bike	NA	Single
Multiple	Kokopelli (route)		Existing	Bike	NA	Double

Cisco-Westwater: Proposed Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Cisco-Westwater	Kokopelli ST Cisco Desert	NA	2025 Concept	Bike	Hike	Single

Gemini and Canyonlands: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Gemini and Canyonlands	Big Chief	Dead Horse Point Intrepid Trail System	Approved	Bike	NA	Single
Gemini and Canyonlands	Crossroads	Dead Horse Point Intrepid Trail System	Approved	Bike	NA	Single
Gemini and Canyonlands	Great Pyramid	Dead Horse Point Intrepid Trail System	Approved	Bike	NA	Single
Gemini and Canyonlands	Intrepid	Dead Horse Point Intrepid Trail System	Approved	Bike	E-bike	Single
Gemini and Canyonlands	Miners Point	Dead Horse Point Intrepid Trail System	Approved	Bike	E-Bike	Single
Gemini and Canyonlands	Prickly Pair	Dead Horse Point Intrepid Trail System	Approved	Bike	E-Bike	Single
Gemini and Canyonlands	Raven Roll	Dead Horse Point Intrepid Trail System	Approved	Bike	E-Bike	Single
Gemini and Canyonlands	Raven Roll access	Dead Horse Point Intrepid Trail System	Approved	Bike	NA	Single
Gemini and Canyonlands	Twisted Tree	Dead Horse Point Intrepid Trail System	Approved	Bike	E-bike	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.9
Natural	Black	BLM	USFS	Yes	Yes	Yes	Yes	Yes	111.6

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	BLM	SITLA	Yes	No	No	No	No	29.5

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Green-Blue	Dead Horse State Park	NA	Yes	Yes	No	No	No	3.6
Natural	Green-Blue	Dead Horse State Park	NA	Yes	Yes	No	No	No	1.6
Natural	Green-Blue	Dead Horse State Park	NA	Yes	Yes	No	No	No	2.3
Natural	Green	Dead Horse State Park	NA	Yes	Yes	No	No	No	0.8
Natural	Blue	Dead Horse State Park	NA	Yes	Yes	No	No	No	0.9
Natural	Blue-Black	Dead Horse State Park	NA	Yes	Yes	No	No	No	3.0
Natural	Green	Dead Horse State Park	NA	Yes	Yes	No	No	No	1.4
Natural	Green	Dead Horse State Park	NA	Yes	Yes	No	No	No	0.2
Natural	Blue-Black	Dead Horse State Park	NA	Yes	Yes	No	No	No	1.5

Gemini and Canyonlands: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Gemini and Canyonlands	Whiptail	Dead Horse Point Intrepid Trail System	Approved	Bike	E-bike	Single
Gemini and Canyonlands	Basin Overlook	Dead Horse Point Rim Hiking Trails	Approved	Hike	NA	Single
Gemini and Canyonlands	Bighorn Overlook Trail	Dead Horse Point Rim Hiking Trails	Approved	Hike	NA	Single
Gemini and Canyonlands	Dead Horse Point Overlook	Dead Horse Point Rim Hiking Trails	Approved	Hike	NA	Single
Gemini and Canyonlands	East Rim Trail	Dead Horse Point Rim Hiking Trails	Approved	Hike	NA	Single
Gemini and Canyonlands	Neck Overlook	Dead Horse Point Rim Hiking Trails	Approved	Hike	NA	Single
Gemini and Canyonlands	Pyramid Canyon Overlook	Dead Horse Point Rim Hiking Trails	Approved	Hike	NA	Single
Gemini and Canyonlands	Rim Overlook	Dead Horse Point Rim Hiking Trails	Approved	Hike	NA	Single
Gemini and Canyonlands	Shafer Canyon Overlook (Dead Horse)	Dead Horse Point Rim Hiking Trails	Approved	Hike	NA	Single
Gemini and Canyonlands	Visitor Center Nature Trail	Dead Horse Point Rim Hiking Trails	Approved	Hike	NA	Single
Gemini and Canyonlands	West Rim Trail	Dead Horse Point Rim Hiking Trails	Approved	Hike	NA	Single
Gemini and Canyonlands	7-Up Singletrack (route)	Horsethief	Approved	Bike	NA	Single
Gemini and Canyonlands	Chilsholm to Campground Connector	Horsethief	Approved	Bike	NA	Single
Gemini and Canyonlands	Chisholm	Horsethief	Approved	Bike	NA	Single
Gemini and Canyonlands	Hildalgo	Horsethief	Approved	Bike	NA	Single
Gemini and Canyonlands	Lasso	Horsethief	Approved	Bike	NA	Single
Gemini and Canyonlands	Mustang	Horsethief	Approved	Bike	NA	Single
Gemini and Canyonlands	Rodeo	Horsethief	Approved	Bike	NA	Single
Gemini and Canyonlands	Rowdy	Horsethief	Approved	Bike	NA	Single
Gemini and Canyonlands	Wildcat	Horsethief	Approved	Bike	NA	Single
Gemini and Canyonlands	Whirlwind	Horsethief	Approved	Bike	NA	Single
Gemini and Canyonlands	Wrangler	Horsethief	Approved	Bike	NA	Single
Gemini and Canyonlands	7-Up (route)	Magnificent 7	Existing	Bike	Motorized	Double

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	Dead Horse State Park	NA	Yes	Yes	No	No	No	2.7
Natural	Easy	Dead Horse State Park	NA	No	No	No	No	No	0.1
Natural	Moderate	Dead Horse State Park	NA	No	No	No	No	No	1.1
Natural	Easy	Dead Horse State Park	NA	No	No	No	No	No	0.3
Natural	Easy	Dead Horse State Park	NA	No	No	No	No	No	1.6
Natural	Easy	Dead Horse State Park	NA	No	No	No	No	No	0.0
Natural	Easy	Dead Horse State Park	NA	No	No	No	No	No	0.7
Natural	Easy	Dead Horse State Park	NA	No	No	No	No	No	0.3
Natural	Easy	Dead Horse State Park	NA	No	No	No	No	No	0.2
Natural	Easy	Dead Horse State Park	NA	No	No	No	No	No	0.1
Natural	Moderate	Dead Horse State Park	NA	No	No	No	No	No	2.6
Natural	Blue	BLM	NA	Yes	No	No	No	No	2.1
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.2
Natural	Blue	BLM	NA	Yes	No	No	No	No	7.2
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.6
Natural	Green	BLM	NA	Yes	No	No	No	No	0.3
Natural	Blue	BLM	NA	Yes	No	No	No	No	2.9
Natural	Blue	BLM	NA	Yes	No	No	No	No	8.8
Natural	Green-Blue	BLM	NA	Yes	No	No	No	No	0.6
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.2
Natural	Blue	BLM	NA	Yes	No	No	No	No	2.2
Natural	Green	BLM	NA	Yes	No	No	No	No	0.8
Natural	Blue	BLM	NA	Yes	Yes	Yes	Yes	Yes	7.5

Gemini and Canyonlands: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Gemini and Canyonlands	Arth's Corner	Magnificent 7	Approved	Bike	NA	Single
Gemini and Canyonlands	Arths Connector	Magnificent 7	Approved	Bike	NA	Single
Gemini and Canyonlands	Bull Run (lower)	Magnificent 7	Approved	Bike	NA	Single
Gemini and Canyonlands	Bull Run (upper)	Magnificent 7	Approved	Bike	NA	Single
Gemini and Canyonlands	Getaway	Magnificent 7	Approved	Bike	NA	Single
Gemini and Canyonlands	Getaway to Bull Run	Magnificent 7	Approved	Bike	NA	Single
Gemini and Canyonlands	Goldbar Singletrack Climb	Magnificent 7	Approved	Bike	NA	Single
Gemini and Canyonlands	Goldbar Rim Singletrack	Magnificent 7	Approved	Bike	NA	Single
Gemini and Canyonlands	Goldbar Rim Road - Mag7 Route	Magnificent 7	Existing	Bike	NA	Double
Gemini and Canyonlands	Golden Spike	Magnificent 7	Existing	Bike	Hike	Double
Gemini and Canyonlands	Great Escape	Magnificent 7	Approved	Bike	NA	Single
Gemini and Canyonlands	Little Canyon	Magnificent 7	Approved	Bike	NA	Single
Gemini and Canyonlands	Poison Spider	Magnificent 7	Existing	Motorized	Bike	Double
Gemini and Canyonlands	Portal	Magnificent 7	Approved	Bike	NA	Single
Gemini and Canyonlands	7-Up Access	Navajo Rocks	Existing	Bike	Motorized	Double
Gemini and Canyonlands	Big Lonely	Navajo Rocks	Approved	Bike	NA	Single
Gemini and Canyonlands	Big Mesa	Navajo Rocks	Approved	Bike	NA	Single
Gemini and Canyonlands	Coney Islands	Navajo Rocks	Approved	Bike	NA	Single
Gemini and Canyonlands	Middle Earth	Navajo Rocks	Approved	Bike	NA	Single
Gemini and Canyonlands	Navajo Rocks - Lone Mesa Camp	Navajo Rocks	Approved	Bike	NA	Single
Gemini and Canyonlands	Ramblin	Navajo Rocks	Approved	Bike	NA	Single
Gemini and Canyonlands	Rocky Tops	Navajo Rocks	Approved	Bike	NA	Single
Gemini and Canyonlands	Rocky Tops to 7-Up Connector	Navajo Rocks	Approved	Bike	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.5
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.7
Natural	Blue	BLM	NA	Yes	No	No	No	No	3.2
Natural	Black	BLM	NA	Yes	No	No	No	No	2.3
Natural	Green-Blue	BLM	NA	Yes	No	No	No	No	7.9
Natural	Green	BLM	NA	Yes	No	No	No	No	0.9
Natural	Black	BLM	SITLA	Yes	No	No	No	No	2.8
Natural	Black	BLM	NA	Yes	No	No	No	No	3.6
Natural	Black	BLM	NA	Yes	Yes	Yes	Yes	Yes	3.4
Natural	Double Black	BLM	NA	Yes	Yes	Yes	Yes	Yes	5.1
Natural	Blue	BLM	NA	Yes	No	No	No	No	3.4
Natural	Blue	BLM	NA	Yes	No	No	No	No	2.6
Natural	Black	BLM	NA	Yes	Yes	Yes	Yes	Yes	8.4
Natural	Double Black	BLM	NA	Yes	No	No	No	No	2.4
Natural	Blue	BLM	NA	Yes	Yes	Yes	Yes	Yes	1.3
Natural	Blue	BLM	NA	Yes	No	No	No	No	3.1
Natural	Blue	BLM	NA	Yes	No	No	No	No	3.1
Natural	Blue	BLM	NA	Yes	No	No	No	No	3.3
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.6
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.5
Natural	Blue	BLM	NA	Yes	No	No	No	No	3.2
Natural	Blue	BLM	NA	Yes	No	No	No	No	4.6
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.4

Gemini and Canyonlands: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Gemini and Canyonlands	Alcove Spring	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Aztec Butte	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Buck Canyon Overlook Trail	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Corona Arch	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Day Canyon	NA	Informal	Hike	NA	Single
Gemini and Canyonlands	Fort Bottom	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Gemini Bridges Above Arch	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Gemini Bridges Below Arch	NA	Informal	Hike	NA	Single
Gemini and Canyonlands	Goldbar Canyon	NA	Informal	Hike	NA	Single
Gemini and Canyonlands	Gooseberry Canyon	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Gooseneck Overlook	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Grand View Rim	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Jeep Arch	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Jewel Tibbetts Arch	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Lathrop Canyon	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Lathrop Canyon 4x4	NA	Existing	Motorized	Bike	Double
Gemini and Canyonlands	Longbow Arch	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Mesa Arch	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Moses & Zeus	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Murphy Hogback Loop	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Murphy Overlook	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Musselman Arch	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Neck Spring	NA	Approved	Hike	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Difficult	Canyonlands National Park	NA	No	No	No	No	No	5.6
Natural	Moderate	Canyonlands National Park	NA	No	No	No	No	No	0.8
Paved	Easy	Canyonlands National Park	NA	No	No	No	No	No	0.0
Natural	Moderate	BLM	NA	No	No	No	No	No	1.1
Natural	Difficult	BLM	SITLA	No	No	No	No	No	4.6
Natural	Moderate	Canyonlands National Park	NA	No	No	No	No	No	3.2
Natural	Moderate	BLM	NA	No	No	No	No	No	0.1
Natural	Moderate	BLM	NA	No	No	No	No	No	0.6
Natural	Difficult	BLM	NA	No	No	No	No	No	1.5
Natural	More Difficult	Canyonlands National Park	NA	No	No	No	No	No	2.3
Natural	Easy	Canyonlands National Park	NA	No	No	No	No	No	0.3
Natural	Easy	Canyonlands National Park	NA	No	No	No	No	No	0.9
Natural	Difficult	BLM	NA	No	No	No	No	No	2.5
Natural	Moderate	BLM	NA	No	No	No	No	No	1.6
Natural	More Difficult	Canyonlands National Park	NA	No	No	No	No	No	5.9
Natural	Black	Canyonlands National Park	NA	Yes	Yes	Yes	No	Yes	3.7
Natural	Moderate	BLM	NA	No	No	No	No	No	1.3
Natural	Easy	Canyonlands National Park	NA	No	No	No	No	No	0.7
Natural	Easy	Canyonlands National Park	NA	No	No	No	No	No	0.5
Natural	Difficult	Canyonlands National Park	NA	No	No	No	No	No	7.3
Natural	Easy	Canyonlands National Park	NA	No	No	No	No	No	1.3
Natural	Easy	Canyonlands National Park	NA	No	No	No	No	No	0.1
Natural	Moderate	Canyonlands National Park	NA	No	No	No	No	No	5.5

Gemini and Canyonlands: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Gemini and Canyonlands	Pinto Arch	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Poison Spider Bench	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Potash Road (inside NPS)	NA	Existing	Motorized	Bike	Double
Gemini and Canyonlands	Potash Road (outside NPS)	NA	Existing	Motorized	Bike	Double
Gemini and Canyonlands	Shafer	NA	Existing	Motorized	Bike	Double
Gemini and Canyonlands	Shafer Canyon Overlook (Canyonlands)	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Syncline Loop	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Taylor Canyon	NA	Existing	Motorized	Bike	Double
Gemini and Canyonlands	Upheaval Canyon	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Upheaval Crater Spur	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Upheaval Dome	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Whale Rock	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	White Rim Overlook	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	White Rim (Route)	NA	Existing	Motorized	Bike	Double
Gemini and Canyonlands	Wilhite	NA	Approved	Hike	NA	Single

Gemini & Canyonlands: Recommended Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Gemini and Canyonlands	7up DH	Horsethief	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	Mustang to Chisholm	Horsethief	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	Trailhead to Getaway	Horsethief	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	Cowboy	Magnificent 7	2025 Concept	Bike	Hike	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Moderate	BLM	NA	No	No	No	No	No	0.5
Natural	Easy	BLM	NA	No	No	No	No	No	1.2
Natural	Blue	Canyonlands National Park	NA	Yes	Yes	Yes	No	Yes	1.7
Natural	Blue	Canyonlands National Park	NA	Yes	Yes	Yes	Yes	Yes	11.2
Natural	Black	Canyonlands National Park	NA	Yes	Yes	Yes	No	Yes	5.3
Natural	Easy	Canyonlands National Park	NA	No	No	No	No	No	0.1
Natural	Most Difficult	Canyonlands National Park	NA	No	No	No	No	No	8.0
Natural	Blue	Canyonlands National Park	NA	Yes	Yes	Yes	No	Yes	5.2
Natural	Difficult	Canyonlands National Park	NA	No	No	No	No	No	3.4
Natural	Difficult	Canyonlands National Park	NA	No	No	No	No	No	2.2
Natural	Moderate	Canyonlands National Park	NA	No	No	No	No	No	0.8
Natural	Easy	Canyonlands National Park	NA	No	No	No	No	No	0.4
Natural	Moderate	Canyonlands National Park	NA	No	No	No	No	No	0.8
Natural	Blue	Canyonlands National Park	NA	Yes	Yes	Yes	No	Yes	135.8
Natural	Difficult	Canyonlands National Park	NA	No	No	No	No	No	5.7

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	BLM	SITLA	Yes	No	No	No	No	1.1
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.8
Natural	Green	SITLA	BLM	Yes	No	No	No	No	0.4
Natural	Blue	BLM	SITLA	Yes	No	No	No	No	3.1

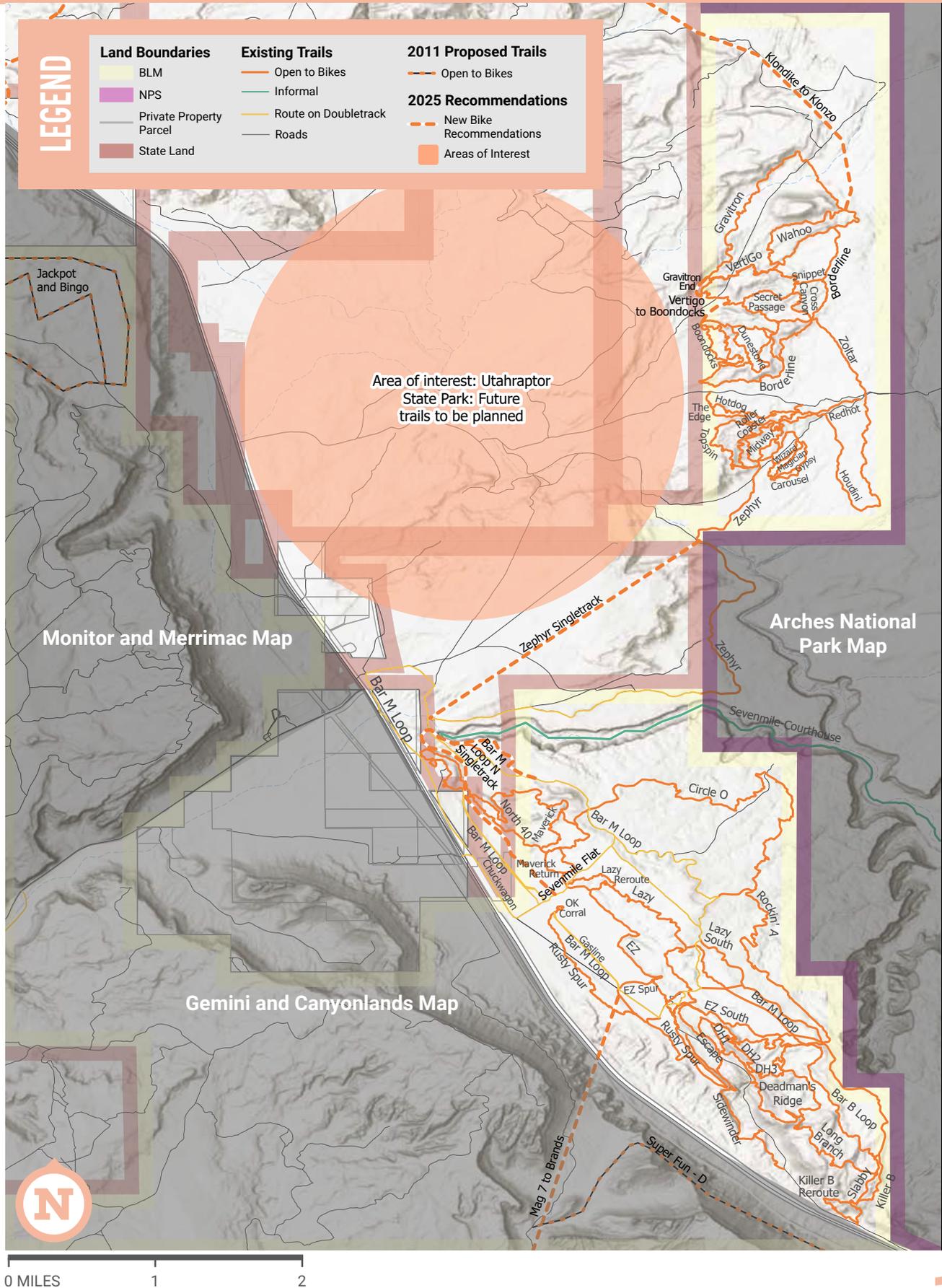
Gemini & Canyonlands: Recommended Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Gemini and Canyonlands	Mag 7 to Brands	Magnificent 7	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	Mag 7 Mid TH	Magnificent 7	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	Lonely Coney	Navajo Rocks	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	Coney Islands to Horsethief	Navajo Rocks	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	Navajo East to 7 up East	Navajo Rocks	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	Rocky Tops to Ramblin Connect	Navajo Rocks	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	West Big Lonely	Navajo Rocks	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	Deadhorse Point - Mag7 connect	NA	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	Deadhorse to I-Sky Connection	NA	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	Horsethief Point Hike	NA	2025 Concept	Hike	NA	Single
Gemini and Canyonlands	Mineral Bottom Switchbacks to isky road.	NA	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	Mineral Bottom Road Hike	NA	2025 Concept	Hike	NA	Single
Gemini and Canyonlands	Spidey	NA	2011 Proposal	Bike	NA	Single
Gemini and Canyonlands	Super Fun - D	NA	2011 Proposal	Bike	NA	Single
Gemini and Canyonlands	Wilburs Way	NA	2011 Proposal	Bike	NA	Single
Gemini and Canyonlands	Rodeo Half Loop	NA	2025 Concept	Bike	Hike	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	BLM	NA	Yes	No	No	No	No	3.2
Natural	Green	BLM	SITLA	Yes	No	No	No	No	0.8
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.9
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.6
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.1
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.0
Natural	Blue	BLM	NA	Yes	No	No	No	No	2.6
Natural	Green	BLM	NA	Yes	No	No	No	No	6.6
Natural	Green	BLM	NA	Yes	No	No	No	No	4.3
Natural	Moderate	BLM	NA	Yes	No	No	No	No	1.8
Natural	Blue	BLM	NA	Yes	No	No	No	No	10.4
Natural	Easy	BLM	NA	Yes	No	No	No	No	0.9
Natural	Black	BLM	NA	Yes	No	No	No	No	5.2
Natural	Black	BLM	UMTRA	Yes	No	No	No	No	5.4
Natural	Black	BLM	NA	Yes	No	No	No	No	2.5
Natural	Green	BLM	NA	Yes	No	No	No	No	0.3

NATURAL SURFACE TRAIL RECOMMENDATIONS

MAP 23. KLONDIKE-SOVEREIGN SOUTH



Klondike-Sovereign North & South: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Klondike-Sovereign	Bar B Loop	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Bar M Cliff	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Bar M Connector	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Bar M Loop Doubletrack	Brands	Existing	Bike	Hike	Double
Klondike-Sovereign	Bar M Loop Singletrack	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Chuckwagon	Brands	Existing	Bike	Hike	Double
Klondike-Sovereign	Circle O	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Deadman's Ridge	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Deadman's Ridge Access	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	DH1 (Cruiser)	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	DH2 (Faulty)	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	DH3 (Aftershock)	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Escape	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	EZ	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	EZ South	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	EZ Spur	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Gas Line	Brands	Existing	Bike	Hike	Double
Klondike-Sovereign	Killer B	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Killer B Reroute	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Lazy	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Lazy reroute	Brands	Approved	Bike	Hike	Single
Klondike-Sovereign	Lazy South	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Long Branch	Brands	Approved	Bike	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	BLM	NA	Yes	No	No	No	No	2.3
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.4
Natural	Green	BLM	NA	Yes	No	No	No	No	0.1
Natural	Green	BLM	NA	Yes	Yes	Yes	Yes	Yes	7.1
Natural	Green	BLM	NA	Yes	No	No	No	No	1.9
Natural	Green	BLM	NA	Yes	No	No	No	No	0.4
Natural	Blue	BLM	NA	Yes	No	No	No	No	3.1
Natural	Black	BLM	NA	Yes	No	No	No	No	3.4
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.1
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.6
Natural	Black	BLM	NA	Yes	No	No	No	No	0.4
Natural	Black	BLM	NA	Yes	No	No	No	No	0.3
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.2
Natural	Green-Blue	BLM	NA	Yes	No	No	No	No	1.4
Natural	Green	BLM	NA	Yes	No	No	No	No	2.0
Natural	Green	BLM	NA	Yes	No	No	No	No	0.2
Natural	Easy	BLM	NA	Yes	No	No	No	No	1.7
Natural	Double Black	BLM	NA	Yes	No	No	No	No	0.7
Natural	Black	BLM	NA	Yes	No	No	No	No	0.5
Natural	Green	BLM	NA	Yes	No	No	No	No	1.5
Natural	Green	BLM	NA	Yes	Yes	No	No	No	0.4
Natural	Green	BLM	NA	Yes	No	No	No	No	0.4
Natural	Black	BLM	NA	Yes	No	No	No	No	1.1

Klondike-Sovereign North & South: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Klondike-Sovereign	Maverick	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Maverick return trail	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	North 40	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	OK Corral	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Rockin' A	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Rusty Spur	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Sidewinder	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Sidewinder Access	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Seven Mile Flat	Brands	Existing	Motorized	Bike	Double
Klondike-Sovereign	Slabby (Skidiot)	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Agate East	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Agate West	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Alaska	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Azurite	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Baby Steps 4x4	Klondike Bluffs	Existing	Bike	Motorized	Double
Klondike-Sovereign	Baby Steps Bypass	Klondike Bluffs	Existing	Bike	Motorized	Double
Klondike-Sovereign	Baby Steps Loop	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Baby Steps North	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Baby Steps (other)	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Baby Steps Singletrack	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Baby Steps South	Klondike Bluffs	Existing	Bike	Motorized	Double
Klondike-Sovereign	Chilkoot Pass	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Dino Flow	Klondike Bluffs	Approved	Bike	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.4
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.1
Natural	Blue	BLM	NA	Yes	No	No	No	No	4.2
Natural	Green	BLM	NA	Yes	No	No	No	No	0.1
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.7
Natural	Green	BLM	NA	Yes	No	No	No	No	2.6
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.4
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.2
Natural	Blue	BLM	NA	Yes	Yes	Yes	Yes	Yes	2.4
Natural	Black	BLM	NA	Yes	No	No	No	No	0.3
Natural	Green	BLM	NA	Yes	No	No	No	No	0.7
Natural	Green	BLM	NA	Yes	No	No	No	No	0.8
Natural	Blue	BLM	NA	Yes	No	No	No	No	3.9
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.2
Natural	Blue	BLM	NA	Yes	Yes	Yes	Yes	Yes	2.5
Natural	Blue	BLM	NA	Yes	Yes	Yes	Yes	Yes	0.2
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.8
Natural	Black	BLM	NA	Yes	No	No	No	No	3.2
Natural	Blue	BLM	NA	Yes	No	No	No	No	3.6
Natural	Blue-Black	BLM	NA	Yes	No	No	No	No	1.2
Natural	Blue	BLM	NA	Yes	Yes	Yes	Yes	Yes	1.0
Natural	Green	BLM	NA	Yes	No	No	No	No	1.0
Natural	Blue	BLM	NA	Yes	No	No	No	No	5.4

Klondike-Sovereign North & South: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Klondike-Sovereign	EKG	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Homer	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Inside Passage	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Instep	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Jasper Access	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Jasper East	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Jasper West	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Jurassic	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Klondike Bluffs 4x4	Klondike Bluffs	Existing	Bike	NA	Double
Klondike-Sovereign	Little Salty	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Malachite	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Miner's Loop	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Nome	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Mega Steps	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Midline	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Sidestep North	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Sidestep South	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	UFO	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Boondocks	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Borderline	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Carousel	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Cross Canyon	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Dunestone	Klonzo	Approved	Bike	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Black	BLM	NA	Yes	No	No	No	No	5.4
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.8
Natural	Green	BLM	NA	Yes	No	No	No	No	0.4
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.9
Natural	Green	BLM	NA	Yes	No	No	No	No	0.6
Natural	Green	BLM	NA	Yes	No	No	No	No	0.9
Natural	Green	BLM	NA	Yes	No	No	No	No	0.8
Natural	Green	BLM	NA	Yes	No	No	No	No	3.1
Natural	Blue	BLM	NA	Yes	Yes	Yes	Yes	Yes	4.3
Natural	Black	BLM	NA	Yes	No	No	No	No	1.7
Natural	Blue-Black	BLM	NA	Yes	No	No	No	No	0.9
Natural	Blue-Black	BLM	NA	Yes	No	No	No	No	1.9
Natural	Blue-Black	BLM	NA	Yes	No	No	No	No	
Natural	Blue-Black	BLM	NA	Yes	No	No	No	No	3.2
Natural	Green	BLM	NA	Yes	No	No	No	No	0.9
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.7
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.7
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.6
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.4
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.7
Natural	Green-Blue	BLM	NA	Yes	No	No	No	No	1.0
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.3
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.6

Klondike-Sovereign North & South: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Klondike-Sovereign	Gravitron	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Gypsy	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Hotdog	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Houdini	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Magician	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Midway	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Midway Connectors	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Redhot	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Roller Coaster	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Secret Passage	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Snippet	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	The Edge	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Topspin	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	VertiGo	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Wahoo	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Wizard	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Zephyr	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Zoltar	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Copper Ridge Dinosaur Tracks	NA	Approved	Hike	NA	Single
Klondike-Sovereign	Dinosaur Stomping Grounds	NA	Approved	Hike	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Black	BLM	NA	Yes	No	No	No	No	2.4
Natural	Green	BLM	NA	Yes	No	No	No	No	0.2
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.8
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.8
Natural	Green	BLM	NA	Yes	No	No	No	No	0.3
Natural	Green-Blue	BLM	NA	Yes	No	No	No	No	0.8
Natural	Green	BLM	NA	Yes	No	No	No	No	0.2
Natural	Blue-Black	BLM	NA	Yes	No	No	No	No	0.5
Natural	Blue-Black	BLM	NA	Yes	No	No	No	No	0.7
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.7
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.2
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.6
Natural	Blue-Black	BLM	NA	Yes	No	No	No	No	1.3
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.0
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.7
Natural	Green	BLM	NA	Yes	No	No	No	No	0.2
Natural	Green	BLM	NA	Yes	No	No	No	No	4.0
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.6
Natural	Easy	BLM	NA	No	No	No	No	No	0.1
Natural	More Difficult	BLM	NA	No	No	No	No	No	1.5

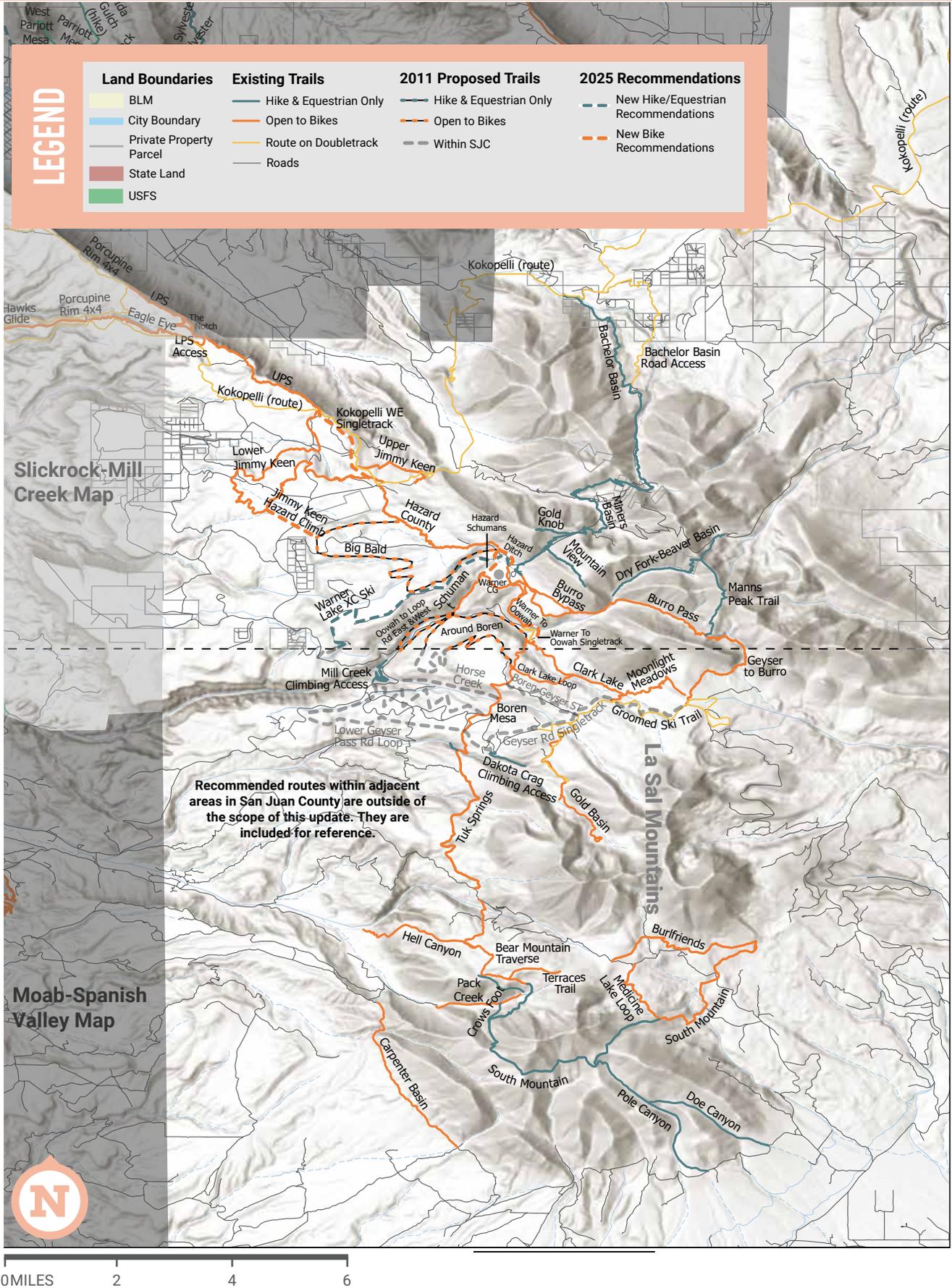
Klondike-Sovereign: Proposed Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Klondike-Sovereign	Bar M Loop N Singletrack	Brands	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	Zephyr Singletrack	Brands	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	UFO to Mega Steps	Klondike Bluffs	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	Above Agate Concept	Klondike Bluffs	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	Arctic Circle	Klondike Bluffs	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	Gnome DH	Klondike Bluffs	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	Grubstake	Klondike Bluffs	2011 Proposal	Bike	Hike	Single
Klondike-Sovereign	Klondike Campground North Beginner	Klondike Bluffs	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	Klondike N to HWY 191 Path	Klondike Bluffs	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	Klondike S to HWY 191 Path	Klondike Bluffs	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	Klondike to Crescent Jct.	Klondike Bluffs	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	Klondike to Mill Canyon	Klondike Bluffs	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	Gravitron End	Klonzo	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	Vertigo to Boondocks	Klonzo	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	Klondike to Klonzo	NA	2025 Concept	Bike	Hike	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Green	SITLA	BLM	Yes	No	No	No	No	2.2
Natural	Blue	SITLA	BLM	Yes	No	No	No	No	1.9
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.1
Natural	Green	BLM	NA	Yes	No	No	No	No	2.4
Natural	Black	BLM	NA	Yes	No	No	No	No	1.4
Natural	Black	BLM	NA	Yes	No	No	No	No	0.6
Natural	Green	BLM	NA	Yes	No	No	No	No	3.1
Natural	Green	BLM	SITLA	Yes	No	No	No	No	2.8
Natural	Green	BLM	NA	Yes	No	No	No	No	0.3
Natural	Green	BLM	NA	Yes	No	No	No	No	1.1
Natural	Blue	SITLA	BLM	Yes	No	No	No	No	8.9
Natural	Blue	SITLA	NA	Yes	No	No	No	No	3.8
Natural	Black	Utah Raptor State Park	BLM	Yes	No	No	No	No	0.1
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.2
Natural	Blue	SITLA	Utah Raptor State Park	Yes	No	No	No	No	6.0

NATURAL SURFACE TRAIL RECOMMENDATIONS

MAP 24. LA SAL MOUNTAINS



La Sal Mountains: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
La Sal Mountains	Burro Pass	Whole Enchilada	Approved	Bike	Hike	Single
La Sal Mountains	Geyser to Burro	Whole Enchilada	Approved	Bike	NA	Single
La Sal Mountains	Hazard County	Whole Enchilada	Approved	Bike	NA	Single
La Sal Mountains	Kokopelli WE	Whole Enchilada	Existing	Bike	hike	Double
La Sal Mountains	LPS Access	Whole Enchilada	Approved	Bike	NA	Single
La Sal Mountains	UPS	Whole Enchilada	Approved	Bike	NA	Single
La Sal Mountains	Warner Lake Bypass	Whole Enchilada	Approved	Bike	NA	Single
La Sal Mountains	Bachelor Basin	NA	Approved	Hike	NA	Single
La Sal Mountains	Bachelor Basin Road Access	NA	Existing	Hike	Equestrian	Double
La Sal Mountains	Bear Mountain Traverse	NA	Approved	Hike	NA	Single
La Sal Mountains	Boren Mesa	NA	Approved	Hike	Bike	Single
La Sal Mountains	Brumley Arch Hike and Canyoneering Access	NA	Approved	Canyoneering	NA	Single
La Sal Mountains	Burlfriends	NA	Approved	Bike	Equestrian	Single
La Sal Mountains	Burro Bypass	NA	Approved	Hike	Bike	Single
La Sal Mountains	Carpenter Basin	NA	Approved	Hike	Equestrian	Single
La Sal Mountains	Clark Lake	NA	Approved	Bike	Hike	Single
La Sal Mountains	Clark Lake Loop	NA	Approved	Bike	Hike	Single
La Sal Mountains	Crows Foot	NA	Approved	Hike	NA	Single
La Sal Mountains	Dakota Crag Climbing Access	NA	Approved	Climb	NA	Single
La Sal Mountains	Doe Canyon	NA	Approved	Hike	NA	Single
La Sal Mountains	Dry Fork-Beaver Basin	NA	Approved	Hike	NA	Single
La Sal Mountains	Geyser Pass Groomed Ski Trail	NA	Existing	Ski	NA	Double
La Sal Mountains	Gold Basin	NA	Approved	Hike	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Black	USFS	NA	Yes	No	No	No	No	4.3
Natural	Blue-Black	USFS	NA	Yes	No	No	No	No	2.6
Natural	Blue-Black	USFS	NA	Yes	No	No	No	No	3.0
Natural	Blue-Black	USFS	NA	Yes	Yes	Yes	Yes	Yes	1.9
Natural	Black	USFS	Sand Flats Recreation Area	Yes	No	No	No	No	0.2
Natural	Black	USFS	NA	Yes	No	No	No	No	2.5
Natural	Black	USFS	NA	Yes	No	No	No	No	0.7
Natural	Difficult	USFS	NA	No	No	No	No	No	7.0
Natural	Black	USFS	Private	Yes	Yes	Yes	Yes	Yes	3.3
Natural	Moderate	USFS	NA	No	No	No	No	No	0.8
Natural	Black	USFS	NA	Yes	No	No	No	No	2.4
Natural	Difficult	USFS	NA	No	No	No	No	No	0.2
Natural	Blue	USFS	NA	Yes	No	No	No	No	3.9
Natural	Moderate	USFS	NA	Yes	No	No	No	No	1.2
Natural	Black	USFS	NA	Yes	No	No	No	No	3.2
Natural	Black	USFS	NA	Yes	No	No	No	No	2.2
Natural	Black	USFS	NA	Yes	No	No	No	No	1.0
Natural	Moderate	USFS	NA	No	No	No	No	No	0.4
Natural	Difficult	USFS	NA	No	No	No	No	No	0.7
Natural	Moderate	USFS	NA	No	No	No	No	No	2.0
Natural	Difficult	USFS	NA	No	No	No	No	No	2.5
Snow	Hard	USFS	NA	Yes	No	No	No	No	4.5
Natural	Moderate	USFS	NA	Yes	Yes	Yes	Yes	Yes	3.4

La Sal Mountains: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
La Sal Mountains	Gold Basin Groomed Ski Trail	NA	Existing	Ski	NA	Double
La Sal Mountains	Gold Knob	NA	Approved	Hike	NA	Single
La Sal Mountains	Hazard County	NA	Approved	Bike	NA	Single
La Sal Mountains	Hell Canyon	NA	Approved	Bike	NA	Single
La Sal Mountains	Lower Jimmy Keen	NA	Approved	Bike	NA	Single
La Sal Mountains	Manns Peak Trail	NA	Approved	Hike	NA	Single
La Sal Mountains	Medicine Lake Loop	NA	Approved	Hike	Bike	Single
La Sal Mountains	Medicine Lake Loop	NA	Approved	Bike	Equestrian	Single
La Sal Mountains	Mill Creek Climbing Access	NA	Approved	Climb	NA	Single
La Sal Mountains	Miners Basin	NA	Approved	Hike	NA	Single
La Sal Mountains	Moonlight Meadows	NA	Approved	Bike	Hike	Single
La Sal Mountains	Mountain View	NA	Approved	Hike	NA	Single
La Sal Mountains	Pack Creek	NA	Approved	Hike	Bike	Single
La Sal Mountains	Pole Canyon	NA	Approved	Hike	NA	Single
La Sal Mountains	Roc Creek	NA	Approved	Hike	NA	Single
La Sal Mountains	Schuman Gulch	NA	Approved	Bike	NA	Single
La Sal Mountains	South Mountain (Portion A open to bikes)	NA	Approved	Hike	Bike	Single
La Sal Mountains	South Mountain (Hiking/Equestrian only)	NA	Approved	Hike	NA	Single
La Sal Mountains	South Mountain (Portion B open to bikes)	NA	Approved	Bike	Hike	Single
La Sal Mountains	Terraces Trail	NA	Approved	Hike	Bike	Single
La Sal Mountains	Trans-La Sal North (Route)	NA	Approved	Hike	NA	Single
La Sal Mountains	Trans-La Sal South (Route)	NA	Approved	Hike	Bike	Single
La Sal Mountains	Tuk Springs	NA	Approved	Hike	Bike	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Snow	Moderate	USFS	NA	Yes	Yes	Yes	Yes	Yes	2.4
Natural	Difficult	USFS	NA	No	No	No	No	No	0.6
Natural	Blue-Black	USFS	NA	Yes	No	No	No	No	3.0
Natural	Double Black	USFS	NA	Yes	No	No	No	No	1.9
Natural	Green-Blue	USFS	NA	Yes	No	No	No	No	7.7
Natural	Difficult	USFS	NA	No	No	No	No	No	1.8
Natural	Advanced	USFS	NA	Yes	No	No	No	No	1.4
Natural	Blue	USFS	NA	Yes	No	No	No	No	1.4
Natural	NA	USFS	NA	No	No	No	No	No	1.4
Natural	Difficult	USFS	NA	No	No	No	No	No	3.1
Natural	Black	USFS	NA	Yes	No	No	No	No	1.6
Natural	Difficult	USFS	NA	No	No	No	No	No	1.0
Natural	Moderate	USFS	NA	Yes	No	No	No	No	1.3
Natural	Moderate	USFS	NA	No	No	No	No	No	3.0
Natural	Difficult	USFS	NA	No	No	No	No	No	1.0
Natural	Black	USFS	NA	Yes	No	No	No	No	1.6
Natural	Difficult	USFS	NA	Yes	No	No	No	No	1.8
Natural	Difficult	USFS	NA	No	No	No	No	No	5.1
Natural	Black	USFS	NA	Yes	No	No	No	No	4.5
Natural	Moderate	USFS	NA	Yes	No	No	No	No	0.9
Natural	Difficult	USFS	NA	No	No	No	No	No	7.8
Natural	Moderate	USFS	NA	Yes	No	No	No	No	8.4
Natural	Black	USFS	NA	Yes	No	No	No	No	4.1

La Sal Mountains: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
La Sal Mountains	Upper Jimmy Keen	NA	Approved	Bike	NA	Single
La Sal Mountains	UPS	NA	Approved	Bike	NA	Single
La Sal Mountains	Warner Campground	NA	Approved	Hike	Bike	Single
La Sal Mountains	Warner Lake Loop	NA	Approved	Hike	Bike	Single
La Sal Mountains	Warner To Oowah (030)	NA	Approved	Hike	Bike	Single

La Sal Mountains: Proposed Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
La Sal Mountains	Jimmy Keen Hazard Climb	Whole Enchilada	2025 Concept	Bike	Hike	Single
La Sal Mountains	Kokopelli WE Singletrack	Whole Enchilada	2025 Concept	Bike	Hike	Single
La Sal Mountains	Warner Hazard Ditch	Whole Enchilada	2025 Concept	Bike	Hike	Single
La Sal Mountains	Around Boren	NA	2011 Proposal	Bike	Hike	Single
La Sal Mountains	Big Bald	NA	2011 Proposal	Bike	Hike	Single
La Sal Mountains	Hazard Shumans	NA	2025 Concept	Bike	Hike	Single
La Sal Mountains	Oowah to Loop Rd - East	NA	2011 Proposal	Bike	Hike	Single
La Sal Mountains	Oowah to Loop Rd - West	NA	2011 Proposal	Bike	Hike	Single
La Sal Mountains	Warner Lake XC Ski	NA	2025 Concept	Ski	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	USFS	NA	Yes	No	No	No	No	1.5
Natural	Black	USFS	NA	Yes	No	No	No	No	2.5
Natural	Easy	USFS	NA	Yes	No	No	No	No	0.2
Natural	Moderate	USFS	NA	Yes	No	No	No	No	0.8
Natural	Moderate	USFS	NA	Yes	No	Yes	No	No	1.0

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	USFS	NA	Yes	No	No	No	No	0.9
Natural	Black	USFS	NA	Yes	No	No	No	No	1.5
Natural	Blue	USFS	NA	Yes	No	No	No	No	0.4
Natural	Blue	USFS	NA	Yes	No	No	No	No	4.3
Natural		USFS	NA	Yes	No	No	No	No	5.5
Natural	Black	USFS	NA	Yes	No	No	No	No	0.5
Natural	Blue	USFS	NA	Yes	No	No	No	No	1.3
Natural	Blue	USFS	NA	Yes	No	No	No	No	2.2
Snow	Blue	USFS	NA	Yes	No	No	No	No	4.8

Monitor & Merrimac: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Monitor and Merrimac	Athena Trail	NA	Approved	Bike	NA	Single
Monitor and Merrimac	Bartlett Dropout	NA	Approved	Bike	NA	Single
Monitor and Merrimac	Bartlett Wash	NA	Approved	Bike	NA	Freeride Area
Monitor and Merrimac	Bronco	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Bronco-Deadman Pt	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Bronco-Spring Cyn	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Buckskin-Bronco	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Buckskin 1	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Camp Leg 1	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Camp Leg 2	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Camp Triangle	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Courthouse Canyon	NA	Approved	Bike	Hike	Single
Monitor and Merrimac	Dellenbaugh Loop	NA	Approved	Hike	NA	Single
Monitor and Merrimac	Dellenbaugh Tunnel	NA	Approved	Hike	NA	Single
Monitor and Merrimac	Hidden Advanced	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Jedi	NA	Approved	Bike	NA	Freeride Area
Monitor and Merrimac	Mill Canyon	NA	Approved	Bike	Hike	Single
Monitor and Merrimac	Mill Canyon Dinosaur Tracks	NA	Approved	Hike	NA	Single
Monitor and Merrimac	Monitor Merrimac 4x4	NA	Existing	Motorized	Bike	Double
Monitor and Merrimac	Mustang 1	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Mustang 2	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Mustang 3	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Mustang 4	NA	Existing	Equestrian	NA	Double

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	BLM	NA	Yes	No	No	No	No	5.4
Natural	Black	BLM	NA	Yes	No	No	No	No	0.3
Natural	Black	BLM	NA	Yes	No	No	No	No	2.6
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	8.1
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	3.5
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	4.7
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	1.0
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	17.1
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	1.1
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	1.0
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	1.1
Natural	Blue	BLM	NA	Yes	Yes	No	No	No	0.4
Natural	Moderate	BLM	NA	No	No	No	No	No	2.5
Natural	Moderate	BLM	NA	No	No	No	No	No	1.8
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	4.5
Natural	Black	BLM	NA	Yes	No	No	No	No	1.9
Natural	Blue	BLM	NA	Yes	Yes	No	No	No	0.8
Boardwalk	Easy	BLM	NA	No	No	No	No	No	0.2
Natural	Blue	BLM	NA	Yes	Yes	Yes	Yes	Yes	7.9
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	0.3
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	4.4
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	5.8
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	0.4

Monitor & Merrimac: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Monitor and Merrimac	Renegade 1	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Renegade 3	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Renegade 4	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Renegade 5	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Renegade Cutoff	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Sevenmile North Fork	NA	Informal	Hike	NA	Single
Monitor and Merrimac	Sevenmile South Fork	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Wild Horse 1	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Wild Horse 2	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Mustang 1	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Mustang 2	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Mustang 3	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Mustang 4	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Renegade 1	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Renegade 3	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Renegade 4	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Renegade 5	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Renegade Cutoff	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Sevenmile North Fork	NA	Informal	Hike	NA	Single
Monitor and Merrimac	Sevenmile South Fork	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Wild Horse 1	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Wild Horse 2	NA	Existing	Equestrian	NA	Double

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	4.8
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	1.3
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	4.8
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	0.8
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	1.4
Natural	Moderate	BLM	NA	No	No	No	No	No	2.3
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	4.2
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	9.9
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	3.2
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	0.3
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	4.4
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	5.8
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	0.4
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	4.8
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	1.3
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	4.8
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	0.8
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	1.4
Natural	Moderate	BLM	NA	No	No	No	No	No	2.3
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	4.2
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	9.9
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	3.2

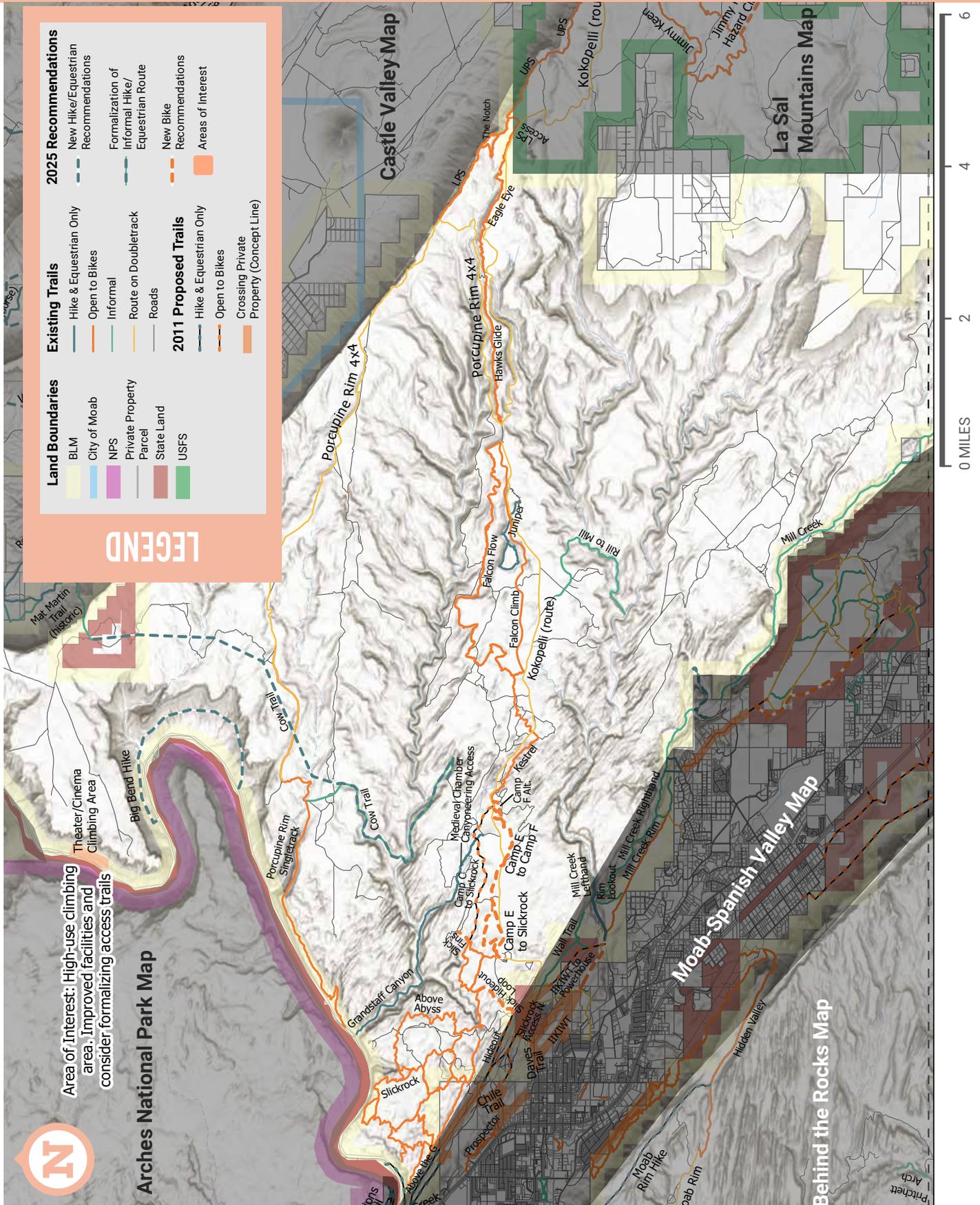
Monitor & Merrimac: Proposed Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Monitor and Merrimac	Lone Mesa	Navajo Rocks	2011 Proposal	Bike	NA	Single
Monitor and Merrimac	North Fork Sevenmile Rim	Navajo Rocks	2011 Proposal	Bike	Hike	Single
Monitor and Merrimac	North Fork Sevenmile West	Navajo Rocks	2011 Proposal	Bike	Hike	Single
Monitor and Merrimac	Big Mesa Singletrack	NA	2011 Proposal	Bike	Hike	Single
Monitor and Merrimac	Brinks Spring Trail	NA	2011 Proposal	Bike	Hike	Single
Monitor and Merrimac	Hey Joe Loop	NA	2025 Concept	Bike	Hike	Single
Monitor and Merrimac	Hey Joe Loop - Hike	NA	2011 Proposal	Hike	NA	Single
Monitor and Merrimac	Jackpot and Bingo	NA	2011 Proposal	Bike	Hike	Single
Monitor and Merrimac	Merrimac Singletrack	NA	2025 Concept	Bike	Hike	Single
Monitor and Merrimac	Round Monitor	NA	2011 Proposal	Bike	NA	Single
Monitor and Merrimac	Spanish Trail Green River to Moab	NA	2025 Concept	Bike	Hike	Single
Monitor and Merrimac	Tusher Canyon East	NA	2011 Proposal	Bike	NA	Single
Monitor and Merrimac	Tusher Canyon West	NA	2011 Proposal	Bike	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Green-Blue	BLM	NA	Yes	No	No	No	No	7.9
Natural	Blue	BLM	NA	Yes	No	No	No	No	2.7
Natural	Blue	BLM	NA	Yes	No	No	No	No	3.4
Natural	Blue	BLM	SITLA	Yes	No	No	No	No	1.9
Natural	Blue-Black	BLM	NA	Yes	No	No	No	No	3.7
Natural	Black	BLM	NA	Yes	No	No	No	No	10.9
Natural	Advanced	BLM	NA	Yes	No	No	No	No	3.1
Natural	Green	BLM	NA	Yes	No	No	No	No	5.7
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.7
Natural	Green	BLM	NA	Yes	No	No	No	No	0.8
Natural	Blue	BLM	SITLA	Yes	No	No	No	No	28.7
Natural	Black	BLM	NA	Yes	No	No	No	No	2.5
Natural	Black	BLM	NA	Yes	No	No	No	No	2.4

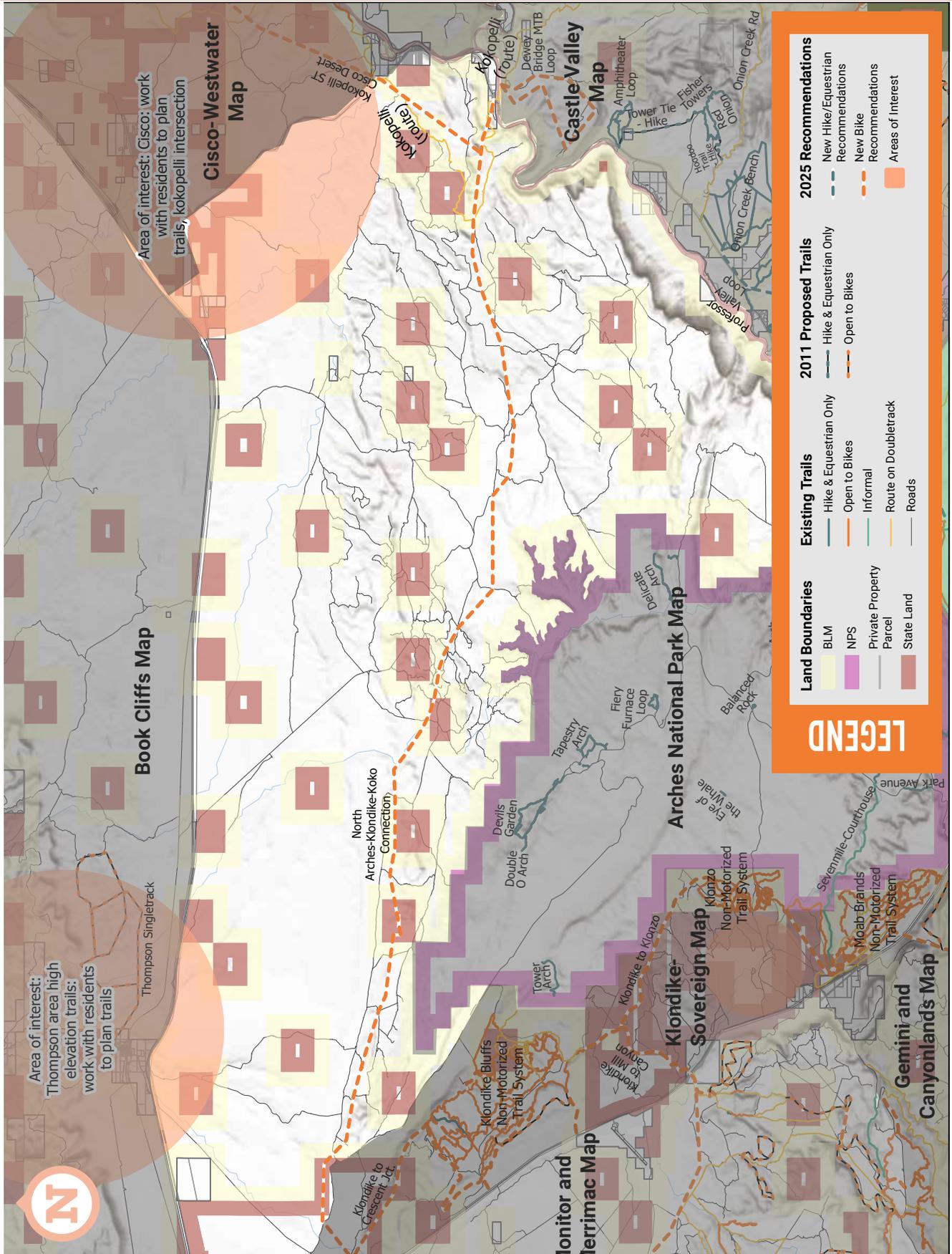
NATURAL SURFACE TRAIL RECOMMENDATIONS

MAP 26. SLICKROCK-MILL CREEK



NATURAL SURFACE TRAIL RECOMMENDATIONS

MAP 27. YELLOW CAT



Slickrock-Mill Creek: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Slickrock-Mill Creek	Eagle Eye	Raptor Route	Approved	Bike	NA	Single
Slickrock-Mill Creek	Falcon Flow	Raptor Route	Approved	Bike	NA	Single
Slickrock-Mill Creek	Hawks Glide	Raptor Route	Approved	Bike	NA	Single
Slickrock-Mill Creek	Kestrel Run	Raptor Route	Approved	Bike	NA	Single
Slickrock-Mill Creek	LPS	Whole Enchilada	Approved	Bike	NA	Single
Slickrock-Mill Creek	Porcupine Rim Singletrack	Whole Enchilada	Approved	Bike	NA	Single
Slickrock-Mill Creek	The Notch	Whole Enchilada	Approved	Bike	NA	Single
Slickrock-Mill Creek	Porcupine Rim 4x4	Whole Enchilada	Existing	Bike	Hike	Double
Slickrock-Mill Creek	Above Abyss	Slickrock	Approved	Bike	E-Bike	Single
Slickrock-Mill Creek	Hell's Revenge (portion shared with Slickrock)	Slickrock	Existing	Bike	Hike	Double
Slickrock-Mill Creek	Slickrock	Slickrock	Approved	Bike	E-bike	Single
Slickrock-Mill Creek	Slickrock Alt Routes	Slickrock	Approved	Bike	E-Bike	Single
Slickrock-Mill Creek	Slickrock Practice Loop	Slickrock	Approved	Bike	E-bike	Single
Slickrock-Mill Creek	Cow trail	NA	Informal	Hike	NA	Single
Slickrock-Mill Creek	Grandstaff Canyon	NA	Approved	Hike	NA	Single
Slickrock-Mill Creek	Juniper	NA	Approved	Hike	NA	Single
Slickrock-Mill Creek	Mat Martin Trail (historic)	NA	Informal	Hike	NA	Single
Slickrock-Mill Creek	Medieval Chamber Canyoneering Access	NA	NA		NA	Single
Slickrock-Mill Creek	Mill Creek	NA	Informal	Hike	NA	Single
Slickrock-Mill Creek	Mill Creek Access	NA	Approved	Hike	NA	Single
Slickrock-Mill Creek	Mill Creek Righthand	NA	Approved	Hike	NA	Single
Slickrock-Mill Creek	Mill Creek Rim	NA	Approved	Hike	Bike	Single
Slickrock-Mill Creek	Mill Creek Rim hiking only section	NA	Informal	Hike	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	Sand Flats Recreation Area	BLM	Yes	No	No	No	No	2.2
Natural	Blue	Sand Flats Recreation Area	BLM	Yes	No	No	No	No	5.3
Natural	Blue	Sand Flats Recreation Area	BLM	Yes	No	No	No	No	1.9
Natural	Blue	Sand Flats Recreation Area	BLM	Yes	No	No	No	No	1.8
Natural	Black	Sand Flats Recreation Area	BLM	Yes	No	No	No	No	1.7
Natural	Double Black	BLM	NA	Yes	No	No	No	No	5.5
Natural	Double Black	Sand Flats Recreation Area	BLM	Yes	No	No	No	No	0.5
Natural	Black	BLM	NA	Yes	Yes	Yes	Yes	Yes	7.4
Natural	Black	Sand Flats Recreation Area	BLM	Yes	Yes	Yes	No	No	2.5
Natural	Black	Sand Flats Recreation Area	BLM	Yes	Yes	Yes	Yes	Yes	0.3
Natural	Black	Sand Flats Recreation Area	BLM	Yes	Yes	Yes	No	No	7.1
Natural	Black	Sand Flats Recreation Area	BLM	Yes	Yes	Yes	No	No	3.8
Natural	Black	Sand Flats Recreation Area	BLM	Yes	Yes	Yes	No	No	1.6
Natural	Difficult	BLM	NA	No	No	No	No	No	3.6
Natural	Moderate	BLM	NA	No	No	No	No	No	2.2
Natural	Moderate	Sand Flats Recreation Area	BLM	No	No	No	No	No	1.6
Natural	Advanced	BLM	Private	No	No	No	No	No	2.1
Natural	Easy	Sand Flats Recreation Area	BLM	No	No	No	No	No	1.0
Natural	Moderate	BLM	Private	No	No	No	No	No	7.2
Natural	Moderate	Private	BLM	No	No	No	No	No	0.2
Natural	Easy	BLM	NA	No	No	No	No	No	2.1
Natural	More Difficult	BLM	NA	Yes	No	No	No	No	1.5
Natural	Moderate	BLM	NA		No	No	No	No	0.4

Slickrock-Mill Creek: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Slickrock-Mill Creek	Navajo Ridge Steps Access	NA	Approved	Hike	NA	Single
Slickrock-Mill Creek	Porcupine Rim 4x4	NA	Existing	Motorized	Bike	Double
Slickrock-Mill Creek	Rill to Mill	NA	Informal	Hike	NA	Single
Slickrock-Mill Creek	Rim Lookout	NA	Informal	Hike	NA	Single

Slickrock-Mill Creek: Proposed Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Slickrock-Mill Creek	Slick Fins	Slickrock	2025 Concept	Bike	Hike	Single
Slickrock-Mill Creek	Slick Hideout Loop	Slickrock	2025 Concept	Bike	Hike	Single
Slickrock-Mill Creek	Big Bend Hike	NA	2025 Concept	Hike	NA	Single
Slickrock-Mill Creek	Camp C to Slickrock	NA	2025 Concept	Bike	Hike	Single
Slickrock-Mill Creek	Camp E to Slickrock	NA	2025 Concept	Bike	Hike	Single
Slickrock-Mill Creek	Camp F Alternative	NA	2025 Concept	Bike	Hike	Single
Slickrock-Mill Creek	Cow Trail	NA	2025 Concept	Hike	NA	Single
Slickrock-Mill Creek	Camp E to Camp F	NA	2025 Concept	Bike	Hike	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural		Private	BLM	No	No	No	No	No	0.3
Natural	Black	Sand Flats Recreation Area	BLM	Yes	Yes	Yes	Yes	Yes	8.7
Natural	Difficult	BLM	NA	No	No	No	No	No	2.3
Natural	Moderate	BLM	NA		No	No	No	No	0.4

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Black	BLM	NA	Yes	No	No	No	No	0.2
Natural	Black	BLM	NA	Yes	No	No	No	No	0.6
Natural	Green	BLM	NA	Yes	No	No	No	No	3.1
Soft Surface	Green	Sand Flats Recreation Area	BLM	Yes	Yes	No	No	No	1.0
Soft Surface	Green	Sand Flats Recreation Area	BLM	Yes	Yes	No	No	No	1.2
Soft Surface	Green	Sand Flats Recreation Area	BLM	Yes	Yes	No	No	No	0.2
Natural	Difficult	BLM	SITLA	Yes	No	No	No	No	8.9
Soft Surface	Green	BLM	NA	Yes	No	No	No	No	0.9

Yellow Cat: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Multiple	Kokopelli (route)		Existing	Bike	NA	Double

Yellow Cat: Proposed Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Yellowcat	North Arches-Klondike-Koko Connection	NA	2025 Concept	Bike	Hike	Single
Yellowcat	Kokopelli ST Cisco Desert	NA	2025 Concept	Bike	Hike	Single
Yellowcat	Klondike to Crescent Jct	NA	2025 Concept	Bike	Hike	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Black	BLM	USFS	Yes	Yes	Yes	Yes	Yes	111.6

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	BLM	NA	Yes	No	No	No	No	29.6
Natural	Blue	BLM	SITLA	Yes	No	No	No	No	29.5
Natural	Blue	SITLA	BLM	Yes	No	No	No	No	8.9

CHAPTER 05.





TOOLBOX

DESIGN

Trails are one of the primary ways in which people experience Grand County. Trails that are carefully planned and sustainably constructed will promote enjoyable user experiences and minimize future maintenance requirements and budgeting. These design guidelines specify how trails and supporting facilities should be designed and constructed.

The following standards and guidelines are referred to in this guide:

The Federal Highway Administration's ***Manual on Uniform Traffic Control Devices*** (2023) defines the standards to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic.

The Federal Highway Administration's ***Small Town and Rural Multimodal Networks*** (2016) document is a design resource and idea book to help small towns and rural communities support safe, accessible, comfortable, and active travel for people of all ages and abilities.

American Association of State Highway and Transportation Officials' ***Guide for the Development of Bicycle Facilities*** (2024) covers a wide range of design considerations for both on-street bikeways and shared use paths. It specifies the minimum desired widths and conditions for bicycle lanes, shared use paths, and buffers between sidepaths and adjacent roadways.

Federal Highway Administration's ***Bikeway Selection Guide*** (2019) defines high-comfort facilities based on a roadway's vehicle speed and volume, suggesting that as speeds and volumes increase, greater physical separation is needed to accommodate people of all ages and abilities.

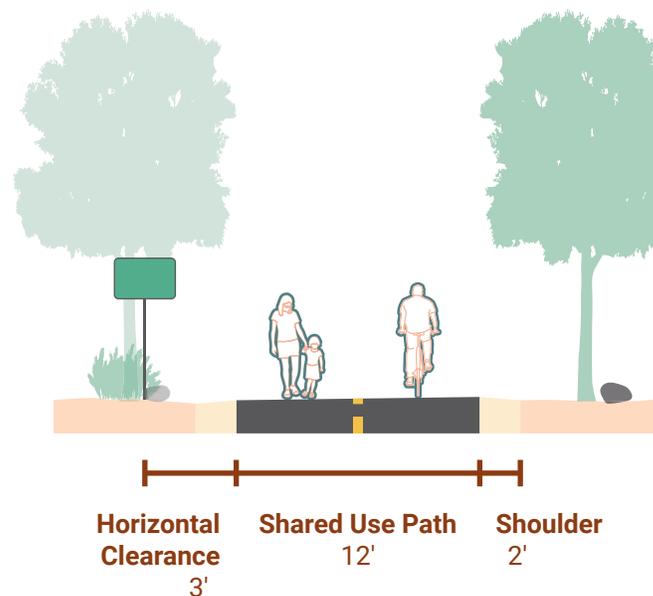
National Association of City Transportation Officials' ***Urban Bikeway Design Guide*** (2025) provides guidance on the development of bike lanes and shared use paths. In this guide, clear dimensions are given for varying types of facilities, as well as detailed guidance on intersection treatments and maintenance of facilities.

National Association of City Transportation Officials' *Designing for All Ages & Abilities* (2017) provides guidance for selecting high comfort bikeways based on roadway context.

Utah Department of Transportation's *Utah Trail Network Design Standards* (2025) provide guidance for Utah's growing state-wide paved trail network, designed for active transportation purposes.



Shared Use Path



Cross Section

DESIGN

- Recommended 12' width (14' preferred for heavy use, such as the Mill Creek Parkway). Minimum 8' width—for low volume situations only.
- 5' buffer minimum from face of curb (or edge of paved roadway) to edge of path. Wider buffer (6' to 15') recommended next to high-speed roadways
- Vertical barriers recommended when desired horizontal buffer can't be achieved and required along state-owned roadways
- when the path is within the clear zone.
- Minimum 2' shoulders on both sides of the path should be provided free of obstacles. An additional foot of clearance is required near signage or other furnishings along the trail.
- Keep approaches to roadway intersections and driveways clear of obstructions from on-street parking, vegetation, and signs within buffer for better sightlines.
- Limit number of at-grade crossings with driveways and business accesses, when feasible. Use green-colored markings at

Shared Use Path (Continued)

- conflict points (e.g., intersections, driveways, etc.) to enhance visibility.
- Standard vertical clearance for overhead obstructions is 10'. Considered additional clearance if equestrian use anticipated.
- Maximum cross slope is 2% and running slopes should be below 5% for accessibility. Up to 8% permitted for short distances; periodic resting intervals should be provided at least every 200'.
- Use saw-cut joints on concrete surfaces for smoother transitions at expansion joints.
- Where there is a sharp blind curve, a solid centerline line with directional arrows reduces the risk of head-on collisions. Short sections of centerline are also recommended at the approach to street crossings to channelize users.
- Small-scale signs should be used along trails.
- Paths should terminate where it is easily accessible to and from the street network, preferably a trailhead, controlled intersection, or dead-end street.
- Use of bollards to prevent motorized access at entry points should be avoided. Instead, consider split-path entry lanes divided by a narrow median or landscaped area. If bollards used, color brightly and add reflective materials for nighttime visibility. Regardless, entry points should be designed for all types of users (i.e., size, length, turn radius, etc.), such as recumbent bikes.

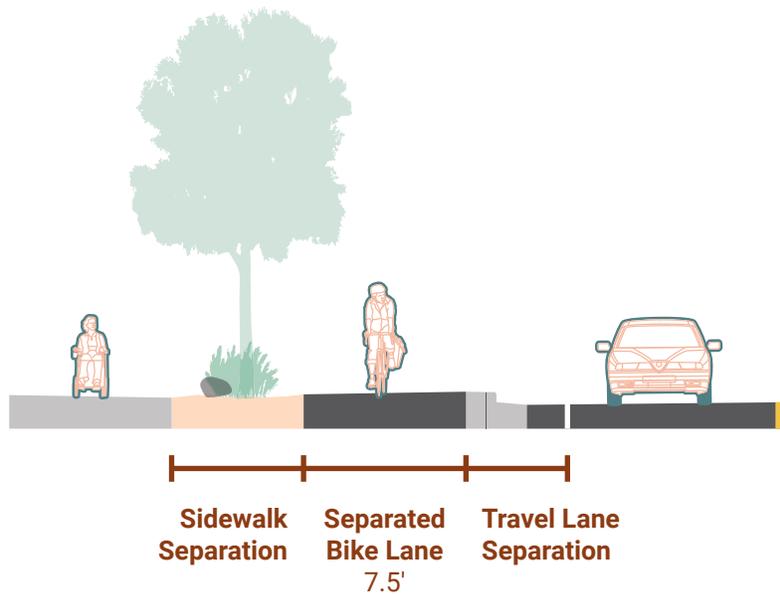
CONSIDERATIONS

- Centerline markings are not requirement but can be useful in clarifying user positioning and preferred operating procedure (e.g., solid line = no passing) on high-use trails. They can also help delineate trails for motorists approaching conflict zones.



SHARED USE PATH AT SWANNY CITY PARK IN MOAB

Separated Bike Lane



Cross Section

DESIGN

- Recommended 7.5' width for one-way lanes. Increase to 9' where volumes are high or users vary in speed. Minimum 6' width—for constrained situations only.
- Two-way separated lanes should be between 12' to 14', depending on anticipated use (like shared use paths), to accommodate all types of bicycles, side-by-side riding, and passing.
- Installed at either the sidewalk or roadway level; vertical protection elements include curbs, planters, and, less ideally, flexible posts. Parking lanes between the bike lane/vertical protection and vehicle travel lane provide further protection.
- Keep approaches to roadway intersections and driveways clear of obstructions from on-street parking for better sightlines.
- 2' buffer minimum between bike lane and travel or parking lanes required to accommodate vertical separation and provide operating space. Ensure proper shy distance is provided from all types of vertical separation within the buffer area.

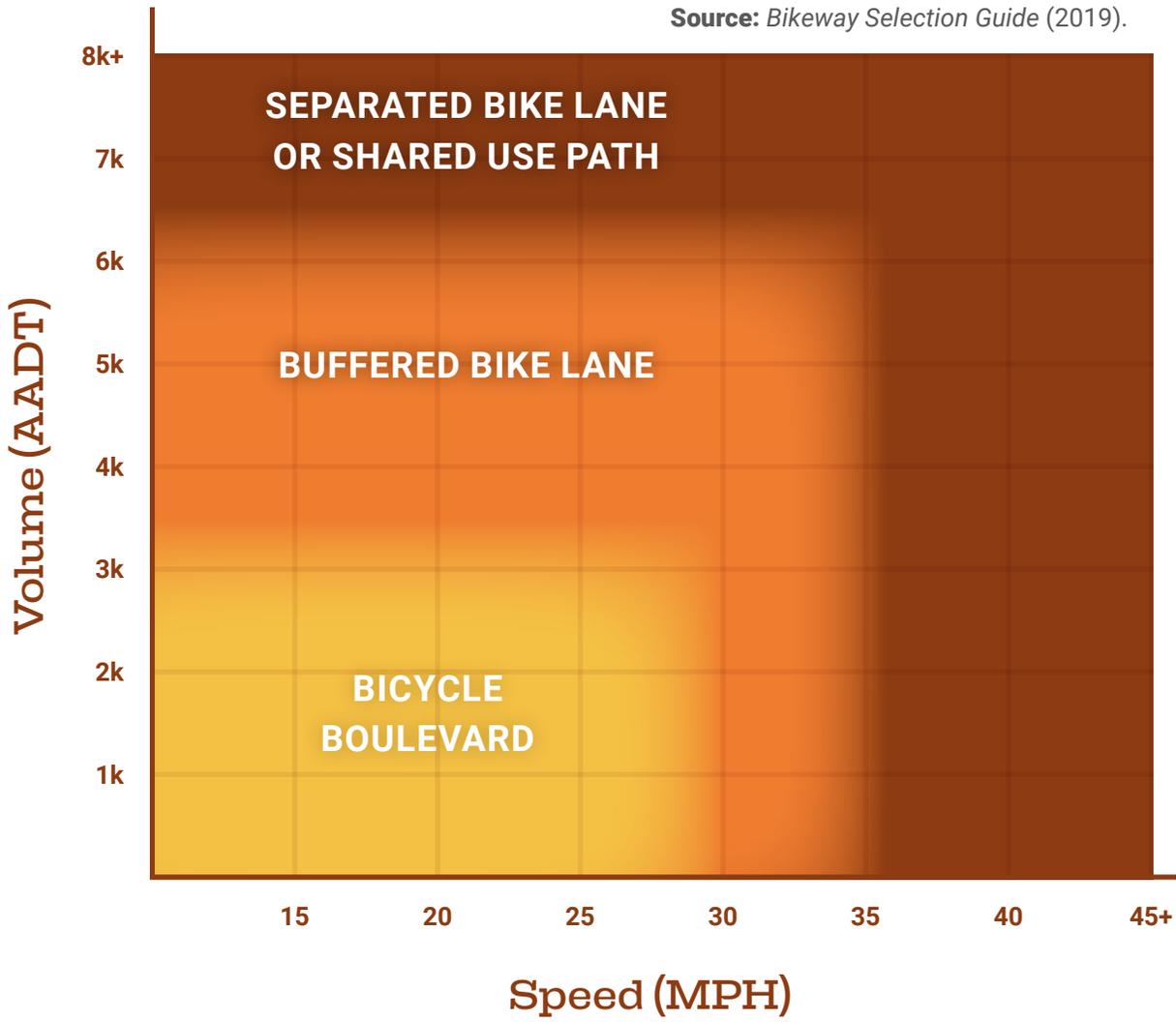
Shy distance should not extend into the bike lane.

- Bicycle signal heads, two-stage turn boxes, and high visibility intersection markings are recommended at crossings.
- Keep pavement surfaces smooth and free from utility covers, drainage grates, or longitudinal joints. Use saw-cut joints on concrete surfaces for smoother transitions at expansion joints.
- Use green-colored markings at conflict points (e.g., intersections, driveways, etc.) to enhance visibility.

CONSIDERATIONS

- Signage and pavement markings should clearly identify the facility as a bikeway and indicate directional flow.
- Provide frequent access points and clear transition zones to and from mixed traffic, other bikeways, or shared use paths.

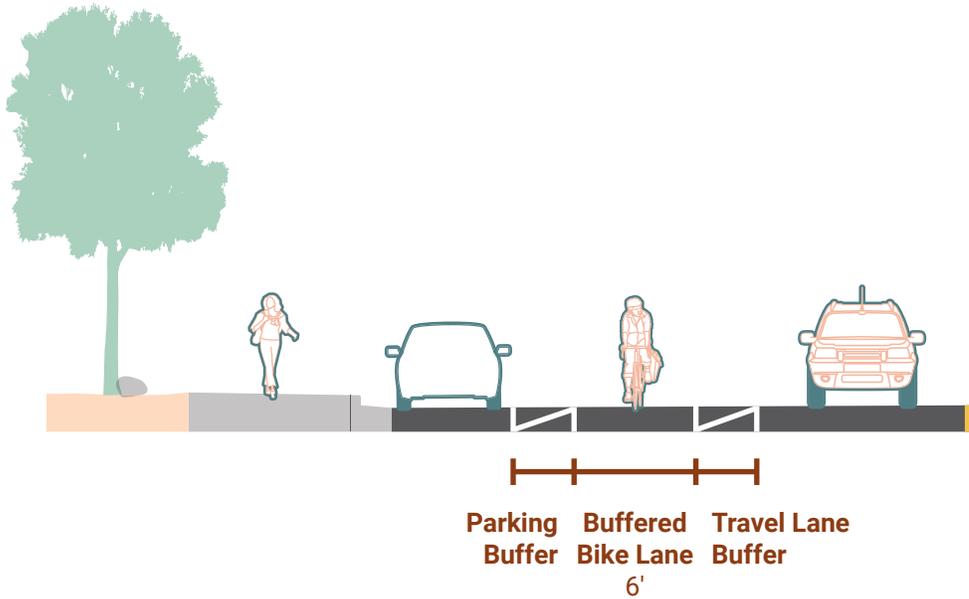
Source: *Bikeway Selection Guide* (2019).



Preferred Bikeway Type



Buffered Bike Lane



Cross Section

DESIGN

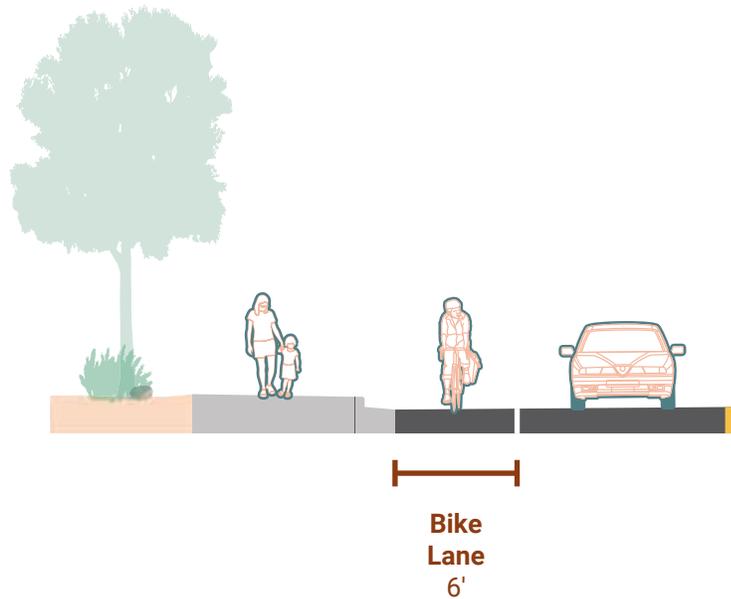
- Recommended 6' width with additional 3' painted buffer (which should accommodate the full swing of a car door).
- Painted buffer should include two solid white lines with diagonal markings.
- Maintain buffer width and clear pavement markings through intersections to define the intended path of travel.
- Keep pavement surfaces smooth and free from utility covers, drainage grates, or longitudinal joints.
- Use green-colored markings at conflict points (e.g., intersections, driveways, etc.) to enhance visibility.

CONSIDERATIONS

- Avoid buffered bike lanes wider than 7' to reduce the likelihood of people using the bike lane for parking or as a travel lane. If additional space available, consider separated bike lane depending on speed and volume of the roadway and anticipated use.
- Use "No Parking Bike Lane" (MUTCD R7-9) and/or "Bike Lane" (MUTCD R3-17) signs to reinforce the intended use.



Bike Lane



Cross Section

DESIGN

- Recommended 6' width—not including gutter pan. Consider additional width when adjacent to on-street parking or in high-use areas.
- A solid white line should be used to separate the bike lane from the travel lane with standard bike lane symbols and directional arrows placed every 250' and after major intersections.
- Keep pavement surfaces smooth and free from utility covers, drainage grates, or longitudinal joints.
- Use green-colored markings at conflict points (e.g., intersections, driveways, etc.) to enhance visibility.

CONSIDERATIONS

- Avoid bike lanes wider than 7' to reduce the likelihood of people using the bike lane for parking or as a travel lane. If additional space available, consider buffered or separated bike lane depending on speed and volume of the roadway and anticipated use.
- Use "No Parking Bike Lane" (MUTCD R7-9) and/or "Bike Lane" (MUTCD R3-17) signs to reinforce the intended use.

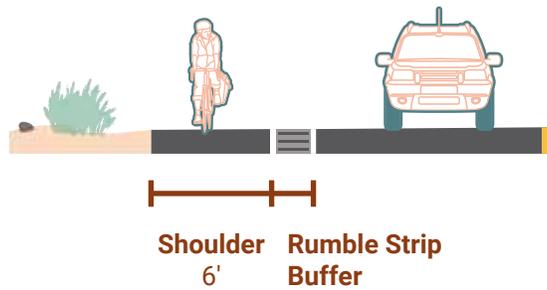
GREEN CONFLICT PAINT



EXISTING BIKE LANE ON WILLIAMS WAY



Paved Shoulder



Cross Section

DESIGN

- Recommended 6' rideable surface (outside of buffer or rumble strip). Consider additional width, when possible, to increase comfort and safety. Higher speed and volumes should correspond with greater shoulder widths. Minimum 4' is necessary to be functional.
- Rumble strips improve bicyclist safety if they do not infringe on the minimum rideable surface. If used, locate rumble strips on the edge line or within a diagonally striped buffer space. 12' gaps every 50' provide access as needed.
- Shoulders that are intended for pedestrian use are required to meet accessibility standards.

this scenario, the bike lane is to the right of the turn lane and drivers must yield to cyclists.

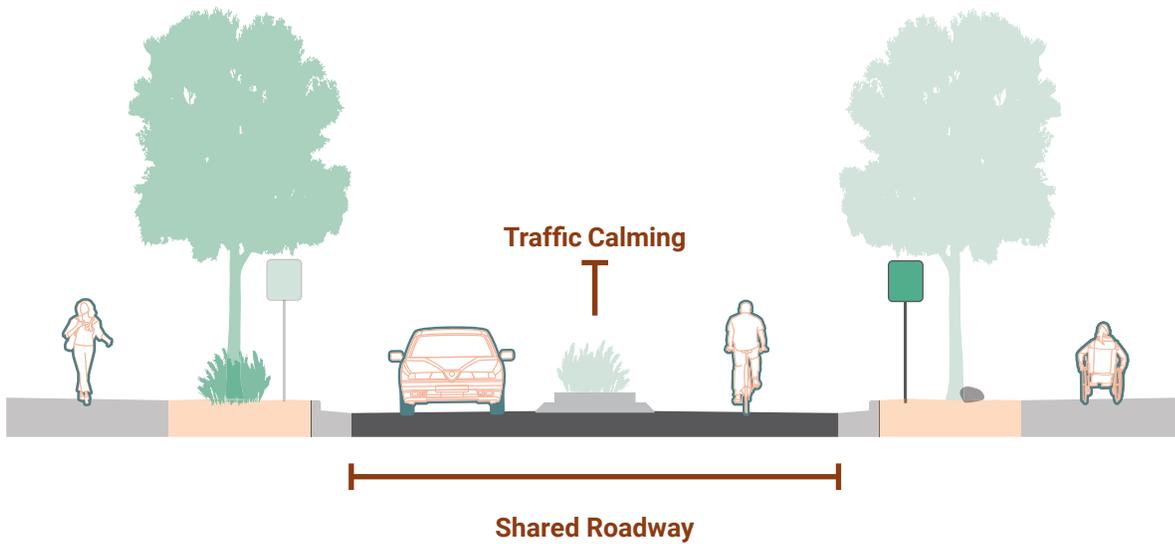
- Use signage to indicate that motorists should yield to bicyclists and pedestrians through conflict areas.
- Contrasting or colored pavement in the shoulder area can provide greater differentiation between the shoulder and travel lanes.
- "Bike Route" (MUTCD D11-1) wayfinding signage is not required but may be used to identify the road as a bicycle route and enhance motorist awareness of the presence of bicyclists.

CONSIDERATIONS

- Discontinue solid shoulder edge lines at intersections and major driveways. The shoulder area can be defined through the intersection using a dotted white line. A second dotted white line can be added to the outside edge of the shoulder to provide further definition.
- Paved shoulders typically stay to the right of right turn lanes. To mitigate conflicts with right turns, bike lanes may be added to serve cyclists going through the intersection. In

CLASS	VOLUME (AADT)	SPEED (MPH)	WIDTH
Minor Collector	≤1,100	35	5'
Major Collector	≤2,600	45	6.5'
Minor Arterial	≤6,000	55	7'
Principal Arterial	≤8,500	65	8'

Bicycle Boulevard



Cross Section

DESIGN

- Target roadway operating speeds should be 20 to 25 mph.
- Incorporate traffic calming elements, such as speed humps, curb extensions, raised crosswalks, mini-roundabouts, and chicanes, to slow vehicle speeds and enhanced user comfort.
- Use volume management measures, like median diverters, partial closures, or traffic circles, to limit through traffic while maintaining local access.
- Provide shared lane markings centered in the travel lane to indicate preferred cyclist positioning in the roadway and to reinforce bicycle priority. Use "Bicycles Allowed Use of Full Lane" (MUTCD R9-20) signs.
- Consider wayfinding and route signage (MUTCD D11-1 or M1-8) with supplemental panels identifying destinations and distance information.
- Keep approaches to roadway

intersections and driveways clear of obstructions from on-street parking, vegetation, and signs within buffer for better sightlines.

CONSIDERATIONS

- Where bicycle boulevards intersect busier streets, use protected intersection elements to improve visibility and increase user comfort.



Traffic Calming

DESIGN

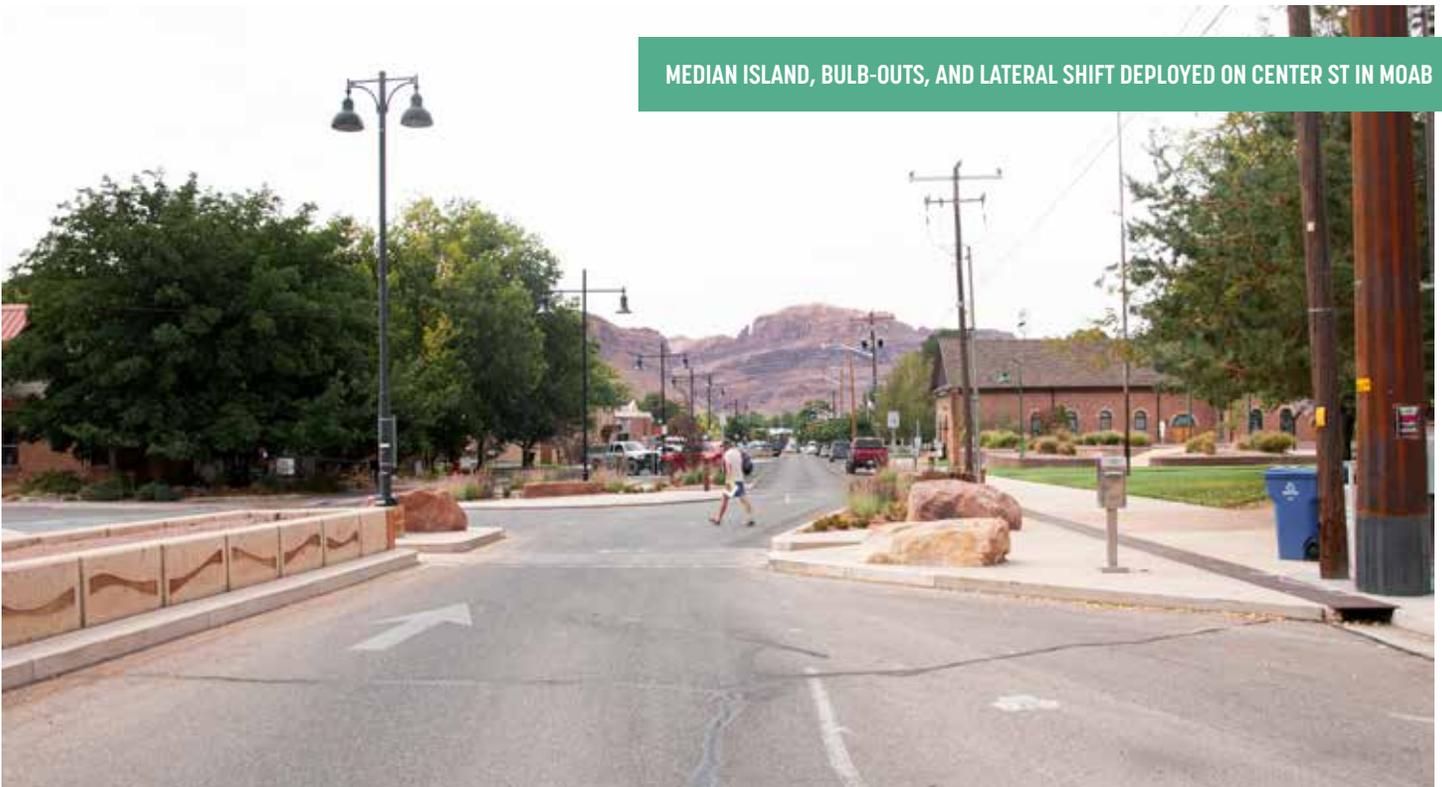
- Vertical deflection elements, including speed humps, speed tables, raised crosswalks, or raised intersections, require drivers to physically reduce speed.
- Horizontal deflection elements, including lateral shifts, chicanes, or roundabouts, shift the path of travel to slow speeds and improve pedestrian visibility.
- Street width restrictions, including curb extensions, chokers, and road diets, visibly reduce travel lanes to entice reduced speed. Street trees, planters, furniture, or art/sculptural elements can also help visually narrowing the roadway and create a strong sense of place.
- Consider travel lane width reductions to 10' or 11', where feasible.
- Consider curb radii reductions to 10' for neighborhood streets and 20' for all others (without freight traffic) to shorten pedestrian crossing distance and reduce

vehicle turning speed; preserve 30' radii for streets with freight traffic.

- Textured or contrasting pavement materials can signal changes in context and reinforce shared spaces. Branded pavement stamps and/or colors can be used for placemaking.

CONSIDERATIONS

- Designs should balance speed reduction goals with accessibility and emergency service needs.
- Vertical deflection elements should be spaced to ensure consistent speed management without causing discomfort for cyclists.
- Ensure all features are visible and predictable. Use reflective materials on horizontal deflection elements to ensure they are visible at nighttime.
- Gather a baseline of pre-installation speeds and monitor post-installation to verify efficacy and adjust designs as needed.



MEDIAN ISLAND, BULB-OUTS, AND LATERAL SHIFT DEPLOYED ON CENTER ST IN MOAB

	ARTERIAL	COLLECTOR	LOCAL	EMERGENCY ACCESS	TRANSIT ROUTE
HORIZONTAL DEFLECTION					
Lateral Shift	May Be Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate
Chicane	Likely Not Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate
Realigned Intersection	Likely Not Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate
Traffic Circle	Likely Not Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate
Mini-Roundabout	May Be Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate
Roundabout	May Be Appropriate	May Be Appropriate	Likely Not Appropriate	May Be Appropriate	May Be Appropriate
VERTICAL DEFLECTION					
Speed Hump	Likely Not Appropriate	May Be Appropriate	May Be Appropriate	Likely Not Appropriate	May Be Appropriate
Speed Cushion	Likely Not Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate
Speed Table	May Be Appropriate	May Be Appropriate	May Be Appropriate	Likely Not Appropriate	May Be Appropriate
Offset Speed Table	May Be Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate
Raised Crosswalk	May Be Appropriate	May Be Appropriate	May Be Appropriate	Likely Not Appropriate	May Be Appropriate
Raised Intersection	May Be Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate
STREET WIDTH REDUCTION					
Corner Extension	May Be Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate
Choker	May Be Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate
Median Island	May Be Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate
On-Street Parking	May Be Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate
Road Diet	May Be Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate
ROUTING RESTRICTION					
Diagonal Diverter	Likely Not Appropriate	May Be Appropriate	May Be Appropriate	Likely Not Appropriate	May Be Appropriate
Full Closure	Likely Not Appropriate	May Be Appropriate	May Be Appropriate	Likely Not Appropriate	Likely Not Appropriate
Half Closure	Likely Not Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate
Median Barrier	May Be Appropriate	May Be Appropriate	May Be Appropriate	Likely Not Appropriate	May Be Appropriate
Forced Turn Island	May Be Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate	May Be Appropriate

May Be Appropriate

Could Be Appropriate

Likely Not Appropriate

Intersection Improvements

DESIGN

- Curb extensions should bump out 6' to 8' on streets with parallel parking lanes and 15' with angled parking lanes.
- Accessible curb ramps must be provided at all crossings and align directly with crosswalks.
- Larger roundabouts should include yield markings, set-back crossings, and splitter islands to create staged crossings for active transportation users.
- Leading pedestrian intervals should give pedestrians three to seven seconds to establish themselves in the crossing, depending on distance and sightlines, before vehicles receive a green signal.
- Bicycle signals provide dedicated right-of-way to cyclists, separating their movements from other modes. This can reduce conflicts and improve intersection safety by alerting drivers to the presence of a cyclist. Signals should include bicycle detection via inductive loops, cameras, or push buttons, depending on anticipated use, to ensure accurate and consistent actuation.
- Corner refuge islands should be mountable to maintain emergency vehicle access.
- Setback crossings should be 6' to 20' from the adjacent travel lane, allowing drivers to turn and yield to non-motorized users from a stopped position.
- Bike stop lines should be placed at least 10' ahead of vehicle stop lines.
- Vertical and/or horizontal separation should continue through intersections, where feasible, to maintain protection and visual continuity from approaches.
- Bike boxes must be at least 10' long. One side of the bike box may be created with the vehicular stop line. Use a second stop line to establish the front of the bike box instead of using the transverse line of the crosswalk. Green surfacing is recommended.
- Outline two-stage turn boxes with a white

line. Install a bike symbol marking and arrow within the box. Green surfacing is recommended. Use the maximum space available, allowing multiple users to share the space while remaining outside vehicle traffic. Consider a "NO TURN ON RED" (MUTCD R10-11) sign to prevent vehicles from entering the queuing area.

CONSIDERATIONS

- Maintain clear sight lines and remove obstructions such as signage, vegetation, or utility poles within visibility triangles at intersection corners.
- Coordinate signal timing and phasing to prioritize non-motorized users.
- Ensure drainage does not conflict with curb extensions or refuge islands.
- Ensure compliance with ADA standards using tactile materials and detectable warnings at crossing locations.
- Protected intersections are most appropriate at intersections with separated bike lanes or shared use paths, particularly along corridors with high vehicle speeds and turning volumes. Although, they can be useful at challenging intersections for all bicycle facilities.
- Signal timing should be programmed to minimize delays for active transportation users while maintaining vehicle progression.



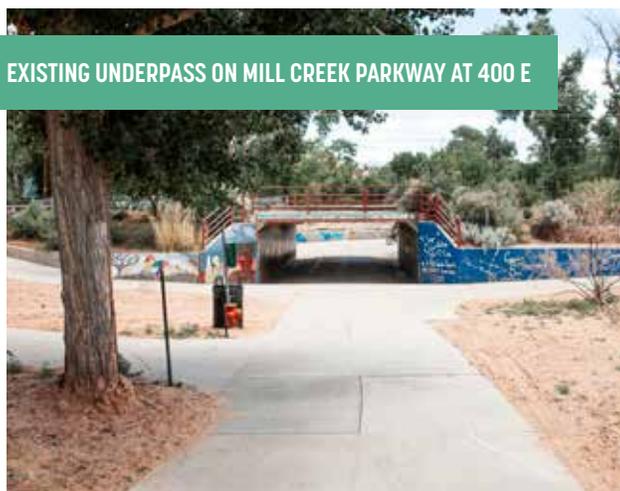
Crossings

DESIGN

- Continental and ladder style crosswalks are preferred for their visibility, where feasible.
- Raised crosswalks should include gentle ramps that accommodate drainage, and emergency and maintenance vehicle access, and use contrasting materials or markings to clearly define the crossing area. Typically, useful in downtown areas and near schools, parks, and major trail intersections.
- Pedestrian refuge islands should be ADA accessible and 8' to 10' wide to allow for the storage of a bicycle (6' minimum). They should be 40' long to ensure drivers are aware of its presence (20' minimum). On 25 mph and above streets, provide double centerline marking, reflectors, and "KEEP RIGHT" signage on the island.
- Mid-block crossings should be considered at locations with long distances between crossing opportunities (greater than 400') and near destinations with heavy pedestrian traffic.
- Rectangular rapid flashing beacon signals should be used on two or three-lane roads with moderate speeds (25

to 35 mph). They are typically push-activated but can also include passive detectors that recognize users and immediately activate. When possible, a pedestrian refuge island should be included at the crossing.

- Pedestrian hybrid beacons are well-suited for multilane or high-speed roadways where standard markings do not provide enough visibility. They are typically installed at unsignalized intersections or mid-block crossings, such as where a shared-use path intersects with a major highway. They are usually push activated. Signals start solid for users to cross unabated and then blink for vehicles to proceed when there are no users in the crosswalk. When used at intersections, "NO RIGHT TURN" blank out signs may be used to control side street traffic.
- Undercrossings should be spacious, well-lit, and completely visible for its entire length. Recommended 14' width to allow for maintenance vehicle access. Minimize the width of undercrossings whenever feasible. If greater than 60' consider additional width to improve sightlines. Minimum 10' vertical clearance. Consider additional vertical clearance if equestrian use is anticipated.



EXISTING UNDERPASS ON MILL CREEK PARKWAY AT 400 E



EXISTING PHB ON US-191

Crossings (Continued)

- Underpasses should have a minimum daytime illuminance of ten foot candles via artificial and/or natural light (provided through a gap between highway lanes) and a nighttime level of four foot candles.

CONSIDERATIONS

- Select crossing treatments based on roadway speed, vehicle volumes, number of lanes, and non-motorized user volumes.
- Eliminate visual clutter and ensure that signs and markings are visible both day and night. Lighting should illuminate the crossing and approach zones without glare.
- Regularly evaluate crossing treatments

as user volumes and roadway conditions change, and update accordingly.

- Compared to pedestrian bridges, undercrossings typically have a smaller elevation differential, which means shorter ramps for users to navigate.
- Undercrossings should use a centerline through the entire length, even if the rest of the trail does not have one, to clarify user positioning and prevent head-on collisions. Proper drainage must be established to avoid pooling of stormwater in underpasses. For waterway or stormwater corridors, undercrossings can be designed to flood periodically.

Pedestrian Bridge

DESIGN

- Recommended 14' width. If the overcrossing has scenic vistas, provide additional width to allow for stopping. Minimum 10' vertical clearance for users. Consider additional vertical clearance if equestrian use is anticipated.
- Vertical clearance below will vary depending on feature being crossed. Minor roadway clearance is 17', major roadway is 18.5', and railline is 23'.
- Maximum running slopes should be below 5% for accessibility. Up to 8% permitted for short distances; periodic resting intervals

should be provided at least every 200'.

- Handrails must be of uniform height and between 34" and 38" from the surface of the ramp slope. Additional fencing above may be required to protect users and motorists below.

CONSIDERATIONS

- Bridge should have a centerline striping regardless of whether the rest of the path has one.
- Coordinate with applicable agencies (e.g., Utah Department of Transportation, railroad company, etc.) to secure applicable permits and determine design criteria.



 LARRY MATTHEWS | PEDESTRIAN BRIDGE OVER COLORADO RIVER

ROAD STANDARDS UPDATE

The following updates to the 2010 *Grand County Construction Standards* are suggested to facilitate implementation of this plan. Updates to paragraphs and tables identified below can be used to replace current language in the standards.

Updates to Section I. Roads and Streets

SECTION I. ROADS, STREETS, AND PAVED PATHWAYS

All construction of roads, streets and paved pathways shall comply with the Utah Chapter of the American Public Works Association (APWA) Manual of Standard Specifications and the APWA Manual of Standard Plans (2025 edition or successor). Said manuals shall be modified as follows:

All roads and streets including access roads shall comply with tables 1 and 2 of the Grand County Construction Standards, except roads, streets and paved pathways which are identified as part of the Active Transportation Network (see map) by an approved master plan such as the Non-Motorized Trails Master Plan, which shall comply with table 3. Paved roads shall include the application of a chip seal in the second construction season after placement of the asphalt concrete. In the case of paved pathways, bike lanes and other areas intended for use by cyclists, a seal coat shall be applied instead. Subbase, base course, asphalt and concrete inspections shall be

scheduled with the County Engineer at least 48 hours in advance.

Only complete projects or project phases identified upon approved project master plans are eligible for acceptance. Acceptance of all work defined in the Subdivision Improvement Agreement excepting the chip seal commences the two-year warranty period.

A. Street and Paved Pathway Standards

1. *Minimum street and trail design and construction standards*

All roads and streets must be designed to conform to the standards presented in the following Tables 1&2. All roads, streets and paved pathways which are included in the Active Transportation Network must be designed to conform to the standards presented in Table 3. Note: The tables show the minimum standards, there may be situations where it is necessary to exceed the minimum standards to accommodate the intended uses (i.e. commercial areas, loading zones, on-street parking needs, and similar).

TABLE 3. MINIMUM STREET DESIGN STANDARDS FOR ROUTES IDENTIFIED IN ACTIVE TRANSPORTATION NETWORK (REFERENCE 2025 GRAND COUNTY NON-MOTORIZED TRAILS MASTER PLAN)

Note: Insert Table 3 after existing Tables 1 and 2. Abbreviations: AT – Active Transportation, BL – Bike Lane, BBL – Buffered Bike Lane, and SBL – Separated Bike Lane.

	MAJOR	MINOR	LOCAL TYPE I PUBLIC	LOCAL TYPE II PUBLIC	
Design Speed	35 MPH	35 MPH	25-30 MPH	25 MPH	15 MPH
R/W Width (By Facility Type)	BL – 100' BBL – 100' SBL – 100'-120' ^{1,2}	BL – 80' BBL – 80' SBL – 100'	BL – 66' BBL – 75' SBL – 75'	BL – 66' BBL – 75' SBL – 75'	20' if not attached to roadway
Surface Width	BL – 72' BBL – 78' SBL – 60' + 12-16' for SBL ²	BL – 62' BBL – 68' SBL – 50' + 12-16' for SBL	BL – 46' BBL – 52' SBL – 34' + 12-16' for SBL	BL – 36' BBL – 42' SBL – 24' + 12-16' for SBL	10' min; 12' preferred
Travel Lanes	4	2	2	2	Bi-directional
Lane Widths	11'	11'	10'	10'	N/A
Min-Max Grades	0.5-8%	0.5-8%	0.5-10%	0.5-12%	Per AASHTO
Min Horizontal & Alignment Radius	450'	450'	250'	150'	90'
Intersection Grade	0.5-3%	0.5-4%	0.5-4%	0.5-4%	5% max.
On-Street Parking	None ³	None ³	None ³	None ³	N/A
Intersection Sight Distance	350'	350'	300'	300'	35' clear sight triangle
Stopping Sight Distance	325'	325'	250'	200'	100'
Curb Return Radius	25'	25'	20'	15'	10' min
Shoulders	No paved shoulder, 3' min gravel shoulder if no curb/gutter				2' min (can be unpaved); 6% grade max

Table 3 Notes:

- 1. Width varies depending on two-way SBL or one-way on either side of roadway.*
- 2. Min surface width of two-way SBL is 12'; min width of one-way SBL is 7.5'.*
- 3. See paragraph 6. Street Widths for further information regarding on-street parking.*

SECTION I.A.5. RELATIONS TO ADJOINING STREET SYSTEM

5. Relations to Adjoining Street and Trail System

The arrangement of streets, paved pathways and trails in new subdivisions shall make provision for the continuation of the existing streets, paved paths and trails in all properties abutting the subdivision at the same or greater width (but in no case less than the required minimum width) unless variations are deemed necessary by the County Engineer or County Road Supervisor. Where the County Engineer determines that it is desirable to provide street, paved path or trail access to adjoining property to provide an orderly development of the transportation network, proposed streets and street-contiguous active transportation elements shall be extended by dedication to the boundary of such property. In the case of paved paths and trails not contiguous with a street, an easement may be recorded instead of right-of-way dedication. Stub streets, paved paths and trails thus provided, which are more than 100 feet in length, shall require a temporary turn-around if deemed necessary by the County Engineer, County Road Supervisor, or local Fire Official.

SECTION I.A.6. STREET WIDTHS

6. Street Widths

Street pavement widths shall, at a minimum, be as specified in Table 2, Minimum Street Design Standards; provided, however, where a street has been identified as part of the Active Transportation Network in an adopted plan, then the minimum widths specified in Table 3 must be met. Additionally, if an adopted arterial and collector street plan specifies more restrictive standards, the requirements of the adopted plan shall apply. NOTE: The pavement widths specified in Tables 2 & 3 are minimums and generally not intended to accommodate on-street

parking. The County Engineer may require wider street widths for specific areas where significant on-street parking is reasonably anticipated.

Exceptions: The minimum widths specified for collector routes may not be appropriate in all cases due to steep terrain, proximity to water courses, adjacent land ownership, availability of right-of-way, or similar obstacles. County Engineer may allow reduction in street widths when such conditions exist, AND when the design engineer submits supporting evidence that the reduced width will safely accommodate the anticipated traffic for at least 30 years into the future.

SECTION I.D. SIDEWALKS (OR TRAILS), CURBS AND GUTTERS

D. Sidewalks, Paved Paths, Trails, Curbs and Gutters

Curb and Gutter, sidewalks, and active transportation elements may not be required in all circumstances. Adopted plans such as the Non-Motorized Trails Master Plan identify corridors and routes where certain types of improvements are necessary. The County Engineer or County Road Supervisor will make the final determination as to the required edge treatments for specific routes. All improvements required by this standard including; sidewalks, curb and gutter, active transportation elements and drainage improvements, associated with county roads (public roads with ROW dedicated to Grand County) shall be dedicated to Grand County at the time of the road dedication.

MAINTENANCE

REGULAR MAINTENANCE IS A CRITICAL COMPONENT OF A HIGH-QUALITY TRAIL SYSTEM. WITHOUT PROPER AND TIMELY MAINTENANCE, TRAILS ARE AT RISK OF EROSION, OVERGROWTH, AND DEGRADATION, POSING A RISK TO USER SAFETY AND DEGRADING USER EXPERIENCE.

People are more likely to walk, bike, or roll for transportation and recreation when they have access to well-maintained trails. Trail maintenance also minimizes impact on our ecosystems, preserving wildlife habitat value and the beauty of the landscape. Lastly, maintenance protects the investments made in building trails, ensuring trails continue to be assets to the community long into the future.

The following recommendations provide a menu of options and general best practices for maintaining trails, shared use paths, and on-street bicycle and pedestrian facilities.

General

TREE AND BRUSH TRIMMING

Tree branches should be trimmed in a manner that leaves a 1' to 5' minimum horizontal clearance from the trail shoulder and 10' to 12' vertical clearance. Any branches that appear to be dying, broken, or loose should be removed. However, trees should not be trimmed or pruned in a manner that thins out the branch cover and eliminates the shade it produces. Because natural trails are often less accessible, commonly they are trimmed beyond the minimum clearances to reduce maintenance frequency.

LANDSCAPING (URBAN TRAILS)

Maintaining vegetation along trails and buffers is important to preserve vegetation quality, preventing encroachment, and enhancing the character of the trails. The frequency of landscaping activities will depend on the time of year, weather conditions, and species present. Based on Grand County's desert ecosystem, turfgrasses should be avoided due to their water requirements. Whenever possible, use low-water, native vegetation and/or context specific vegetation (e.g., riparian associated species) to enhance the sense of place along trails.

WEED ABATEMENT

Invasive plant species should be regularly removed along trails. Special attention should be paid to species that degrade user experience, such as goathead/puncturevine. Native vegetation along trails can be left alone (with the exception of periodic trimming). If spraying weeds, temporary signage should be placed along trails to warn users of herbicide presence. Care should be taken to spray along trails during low-use times (e.g., middle of the day during the week) and in proper weather conditions (i.e., sunny and low wind).

DEBRIS REMOVAL

Natural debris, such as leaves, branches, or other plant material, should be swept or blown off trails to prevent tripping/crashes and preserve aesthetics. Removal may be required more frequently at different times of year (e.g., fall leaves). Human-produced debris should be picked up so as to not degrade user experience. Frequency depends on the context and use of the trail corridor. Checks should be made to record reoccurring needs and spots to better coordinate timing and frequency. Periodic volunteer events can supplement municipal staff time.

Debris removal for on-street facilities should be made in concurrence with street sweeping. Coordination should occur between Utah Department of Transportation and Grand County's Roads Department to make sure roadways are clear curb-to-curb. Poor maintenance can force users into travel lanes, contributing to crashes and deterring use.

SIGNAGE REPAIR/REPLACEMENT

Wayfinding signage is not only critical for navigation and orientation but also serves as a brand for the trail network. Keeping signage in good condition is vital for maintaining a usable and appealing network. Signage should be inspected annually and replaced/repaired if damaged. Graffiti should be removed more frequently so as to not let this type of vandalism build up and expand.

SOFT-SURFACE TRAILS

Shared use paths laid with gravel, crusher fines, or any other treatment other than pavement need to be inspected regularly for deterioration. Any deficiencies found in the trail, such as ruts, upheavals, potholes, or erosion, should be mitigated through grading and the reapplication of the surface material. Always compact the surface after reapplication to avoid additional deterioration. Wet spots can accelerate the degradation of gravel/crusher fine trails. Proper drainage strategies should be employed to ensure the mitigation of wet soil conditions. Every couple of years portions of soft-surface trails will need to be regraded to maintain a sufficiently even surface and to efficiently manage drainage.



 CORIE SPRUILL

WINTER MAINTENANCE

Though snow events in Grand County are infrequent, occasional snowfall can impact accessibility and safety. For critical transportation trails and facilities, snow removal should occur as soon as possible following the winter event. Shared use paths can be cleared using plows, shovels, or snow blowers. On-street facilities can be plowed and de-iced concurrently with travel lanes. Care should be taken on separated bike lanes to avoid the vertical protection element. If consistent winter maintenance on a certain section of the network is unfeasible, the associated infrastructure should be signed as "maintained seasonally," to avoid liability.

Paved Surface Maintenance

Cyclists are more sensitive to pavement quality than motorists because of reduced speeds, narrower tire widths, and, typically, lack of

suspension or dampening systems. Any paved surface will deteriorate over time. Asphalt surfaces drop in quality rapidly after ten years. However, some preservation efforts, such as seal coating, can extend the life of asphalt. Concrete requires significantly less capital maintenance than asphalt. Beyond isolated jacking or replacement, limited expenditures can generally be expected for upwards of 50 years.

FINANCIAL PLANNING

A maintenance budget should be developed for each new project that is constructed. Funding for maintenance of the Active Transportation Network should be set aside on a per-mile basis, and should grow as the network develops. Grand County should consider creating a subsection of the County Maintenance Department with crew members dedicated to maintaining the Active Transportation Network.



CRACK SEALING/REPAIR

Sealing cracks in asphalt is a cost-effective technique for extending the life of the asphalt surface. Crack sealing uses a flexible material that adheres to the crack edges but moves with the asphalt as it contracts and expands with changes in temperature. Identifying and sealing cracks as soon as possible can reduce the rate at which potholes form. Seal cracks that are one-eighth of an inch or greater to prevent further deterioration.

SEALCOATING

Exposure to water, sunshine, and other elements degrades the binder that holds the aggregate in asphalt together over time. Sealcoat is a material that provides protection from this type of damage. Regular sealcoating, applied after the chip, will extend the life of asphalt and will also replenish the color and appearance of the pavement.

PAVEMENT OVERLAY

An overlay consists of adding new asphalt material over the existing surface assuming the base surface is still sound enough. Extend the overlay over the entire roadway surface to avoid leaving an abrupt edge near the bicycle facility. Overlays may be needed after multiple sealcoats and/or approximately 30 years of service. Full reconstruction is typically needed after 50 years if the sealcoat and overlay have been provided.

RESTRIPING

Striping on shared use paths should be inspected yearly. Restripe any areas where the striping has faded or been removed. Restriping on-street facilities should be done annually.



 CORIE SPRUILL

Natural Surface Maintenance

Natural surface trails are susceptible to the steady wear of erosion, user-created impacts, and occasionally severe damage due to extreme weather events. Repairing trails requires an understanding of different aspects that contribute to the overall user experience, including the primary activities, difficulty level, and historical character of the trail. The tools available for maintenance are often limited to what can be hiked in, and completing repairs that create safe, enjoyable, and sustainable trails requires specialized training and experience.

BACKSLOPE

On trails that are bench-cut into the hillside, the backslope may slump over time and require recutting every 5-7 years. This may be required more frequently on more clay-rich soils, trails with a steeper backslope, or more narrow trails.

CONSTRUCTED FEATURES

Many trails in Grand County have large-scale constructed features that are needed to connect

the trail across steep and ledgy terrain. Common rock features include armored ramps, retaining walls, and staircases, and common wooden features include retaining walls and bridges. Over time, gravity and water flow can cause parts of these structures to creep downhill, creating gaps that can further undermine stability. Such features may require a reconstruction on a 10-15 year cycle.

DRAINAGE

Modern trail design uses drainage techniques such as grade reversals that require little maintenance to sustain. However, in desert soils, heavy rain events may create gullies that need occasional repair. On older trails, water bars need to be cleared out annually in order to remain effective.

INFORMATIONAL & WAYFINDING SIGNAGE

Many natural surface trails are located in remote areas where becoming lost or disoriented could escalate into an emergency. This makes wayfinding signage crucial, and signage is recommended at every trail junction. Depending



on the nature of the trail, a map sign or wooden sign with distances may be more appropriate. "Reassurance" signs may also be necessary a short distance from complicated intersections. The frequency that signs must be replaced depends on their material, their amount of sun exposure, and unpredictable factors such as vandalism.

Informational signs can also help to mitigate user conflict and user-created damage by educating users about the route, local best-practices, and trail etiquette. For example, signage at the bottom of the Portal Trail warns hikers of high-speed downhill bike traffic. Examples of common best-practice and etiquette issues include staying on-trail, packing out waste, yielding and passing appropriately, and managing dogs and large groups.

USER-CREATED DAMAGE

Trail users can cause trail widening and braiding by going off-trail for a variety of reasons, including to pass another user, avoid an obstacle or puddle, shortcut between switchbacks, or to add additional challenge to a route. Trail widening and braiding damage trail features, erode soil, harm vegetation, and diminish user experience: if left unrepaired, these issues tend to get worse over time.

Necessary maintenance includes raking out off-trail tracks to visually obscure the new routes and delineating the trail with natural materials. In

some cases, additional delineation, such as the painted dots on Corona Arch or Slickrock Bike Trail, may be needed, or sections for fencing. These issues can be mitigated by educating users about the importance of staying on trail and providing information that guides them to routes that match their skill level.

Trail users can displace soil and damage tread by using muddy trails. This issue can be improved by providing trail conditions reports.



PROGRAM & POLICY RECOMMENDATIONS

IMPLEMENTING A WORLD-CLASS TRAIL NETWORK TAKES MORE THAN SIMPLY BUILDING GREAT TRAILS. IT REQUIRES PROGRAMS AND POLICIES FOR EFFICIENT AND EFFECTIVE USE, MANAGEMENT, AND ACTIVATION.

Education

Pedestrian and cyclist safety and education programs can help active transportation users and motorists alike. Within schools, a class could teach elementary and middle school-aged students essential bike safety, etiquette, and skills, including how to safely use e-bikes. The programming would introduce young students to responsible riding habits, such as signaling, speed awareness, and sharing paths with other users, as well as basic bicycle maintenance for daily riding, such as checking brakes, lubricating chains, and changing out a tube. To build confidence for young riders, it could also teach kids how to safely navigate different types of bike infrastructure (including on-street facilities and paved/natural trails) and how to use mapping tools for routing.

For older high school-aged students, a class could offer more advanced bike maintenance skills (similar to high school automotive shop classes), building skills for future jobs in the bike

industry and/or knowledge on how to fix bikes out on the trail. A partnership with Grand County School District could integrate programming directly into the core curriculum. Alternatively, partnerships with nonprofit organizations, like Moab Community Cycles, could provide the programming after school or to the general public.

Bike Utah's Bike Education Safety Training program is another great example of community-based educational programming, which has previously offered classes in Grand County. This program offers assemblies/presentations, bicycle safety, and repair education events. Since 2016, this program has reached 38,000 students at 114 schools. Bike Utah has also created a Bike Friendly Driving module—critical to educating young drivers on how to drive around bikes to keep cyclists safe. This is now a mandatory part of Utah's online driver's education program, reaching approximately 14,000 aspiring drivers every year.



Bike Bus

Bike buses are a supervised group ride where students follow a scheduled route with adult leaders, picking up riders along the way—similar to a traditional school bus. Bike bus programs encourage physical activity, strengthen community, foster confidence and independence, and support the City and County’s sustainability and transportation goals. Partners, including the City of Moab and Grand County School District, can start by identifying key routes, in collaboration with schools and parents, utilizing existing Safe Routes to Schools corridors. The organizing entity should recruit and train adult volunteers and ensure routes use safe and comfortable infrastructure. A pilot program at a set school, such as MLH Middle, can help refine logistics and build momentum for broader adoption. Bike Utah provides support for communities considering bike bus programming. Similar concepts can be created for a walking bus closer to schools.

Bike to School/Work

Schools and workplaces can play a pivotal role in normalizing bicycling as a safe, healthy, and fun way to travel. Bike to school days can help students and families experience active transportation and cycling in a safe and social event. Giveaways, such as helmets, lights, and reflectors, can provide resources to ensure students have the tools they need to ride safely. Beyond just one-off events, more regular opportunities throughout the year can be more successful in continuing to motivate students and build their cycling confidence. Before programming bike to school events, organizers should ensure “Safe Routes to School” are published online and parents have access to suggested routes. Schools should also ensure there is ample and secure on-campus bike parking and infrastructure improvements, such as short-term or quick-

build safety enhancements, near campuses should be considered.

Employers can encourage more people to commute via active transportation through a mix of incentives, support services, and awareness campaigns. Workplace programs may include challenges (e.g., Bike Month competitions), commuter benefits (e.g., pre-tax transit/bicycle reimbursements), and the installation of end-of-trip facilities (e.g., showers, lockers, and secure bike parking). Employers can use social channels to highlight the health/wellness, environmental, and financial benefits of commuting through walking, biking, and rolling, as well as offer easements for infrastructure on properties to facilitate better connections.

Moab Community Cycles

Identified as a gap in the bicycle offerings within the area, Moab Community Cycles is a community bike co-op, centered around creating an inclusive and accessible space for all riders. Many Moab residents lack the resources for prohibitively expensive mountain bikes or don’t feel welcome in the traditional cycling community. Moab Community Cycles provides programming aimed at providing these residents a safe, welcoming learning environment, as well as recycled and second-hand bikes and parts.

Community bike co-ops are an important part of any robust bicycle community. Ongoing funding and support for Moab Community Cycles should be provided at the local governmental level, in addition to community donations, to ensure the organization can continue to expand services and programming to develop Moab’s bicycling community for all ages and abilities.

Bicycle Parking

Ample and well-designed bike parking is a critical component to the trail network. Cyclists need a safe and convenient place to secure their bicycles when they reach their destination, especially when bicycles are frequently very expensive mountain bikes. Lack of available bike parking can limit the number of non-recreational bike trips if riders cannot count on a place to securely lock their bike. Residents and visitors would benefit from both short-term bike racks for quick trips (no longer than two hours), such as errands and quick activities, as well as for longer-term needs.

There are currently no bike parking requirements for existing or future developments. An update to the development codes should set a baseline for bike parking to meet current demand and be flexible to meet future mode share goals.

SHORT-TERM BIKE RACKS

Partnerships with local businesses and community destinations can increase the number of bike racks to make active transportation and commuting to work, services, or entertainment more convenient. Bike racks should also be placed at parks, trailheads, and campgrounds for users that want to bike to another type of activity (hiking, climbing, etc.). Expanding bike parking infrastructure provides a range of community benefits, including enhanced accessibility, improved security, and better public space organization.

To maximize the use of short-term bike they should be:

- Placed in a convenient and accessible location within 50 feet of destination.
- Located in a high-trafficked area with lighting to increase security at night.
- At least two feet from the curb to avoid being struck by swinging doors from parked cars.
- Installed under a roof or in shade to protect bicycles from inclement weather and heat.
- Installed with four feet between each rack and six feet from adjacent structures.

CULTURAL

Non-Assembly	1 space/10,000 sq ft floor area
Assembly	Spaces for 2% of max expected daily attendance
Hospital	1 space/20,000 sq ft floor area

EDUCATION

K-12	1 space/20 students of planned capacity
College	1 space/10 students of planned capacity

COMMERCIAL

Retail, Office, Auto-related	1 space/300 sq ft floor area
Off-Street Parking Lots	Min 6 spaces (or 1 space/20 vehicle spaces)

RESIDENTIAL

Multi-family	1 space/unit
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There are many different styles of bike racks available. Decorative or custom-designed racks may serve as public art, enhancing the visual appeal of streetscapes and reinforcing community identity. However, certain styles are more accessible and functional than others. In general, bike racks should:

- Be intuitive for all users.
- Support the weight of the bike without putting pressure on the wheels.
- Accommodate a variety of bikes, tire sizes, and other micromobility options, such as electric scooters.
- Allow cyclists to lock both the frame and one wheel with a standard U-lock.

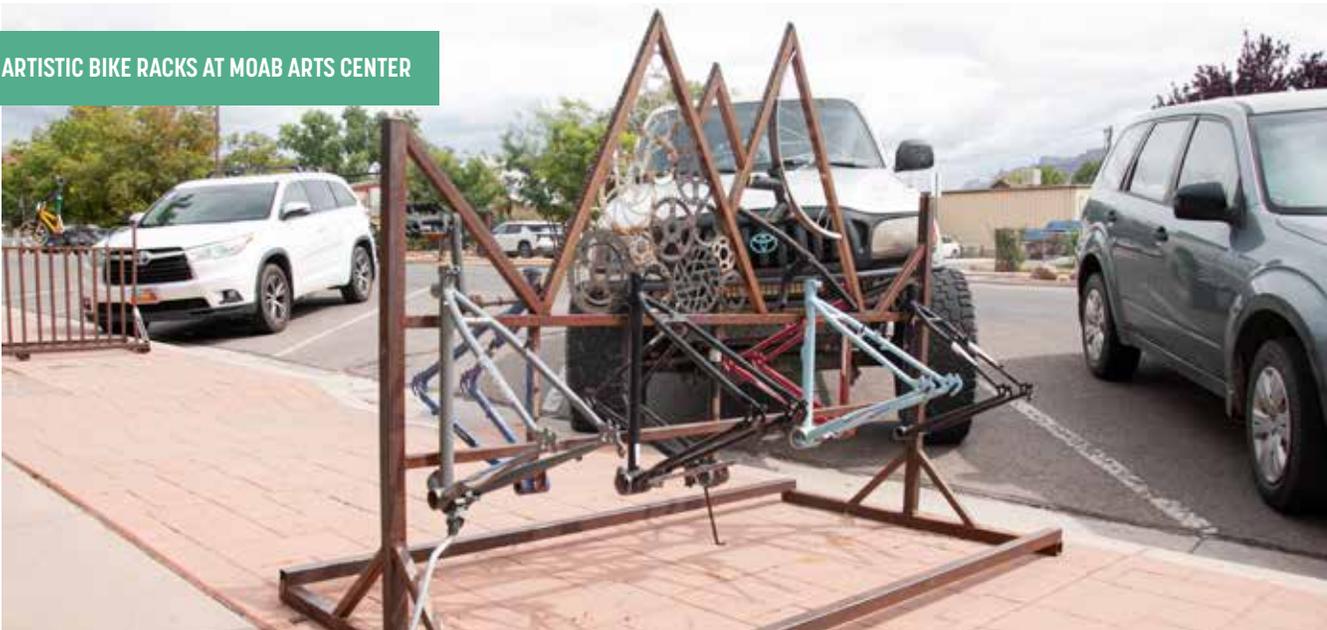
Each land use and activity require a different number of rack spaces. In general, all new facilities should require two spaces at minimum. See table above for guidance on number of spaces based on size and occupancy rate.

LONG-TERM/SECURE STORAGE

Mountain bikers often invest significant amounts in their bikes and leaving them poorly secured or unsecured in public spaces can lead to theft or vandalism. Bike lockers offer a secure, enclosed storage solution where riders can safely lock up their bikes and gear, providing peace of mind while they enjoy longer-term activities. Bike lockers can be made available free and secured with a personal padlock or offered through third-party companies, such as

BikeLink. These lockers allow users to store bicycles through electronic access and a small fee. Bike lockers should be installed at popular destinations, where users may spend more than two hours, such as the downtown commercial core, as well as transit connections, such as the mobility hub at Lions Park. Strategic placement will increase locker usage, deter theft, support longer visits, and reinforce the city's commitment to bike-friendly infrastructure and responsible recreation.

ARTISTIC BIKE RACKS AT MOAB ARTS CENTER



Peak Season Bike Valet

To enhance the biking experience and support local businesses, a seasonal bike valet service could be introduced within Downtown Moab and/or in other high-traffic areas. This service could provide secure, convenient storage for expensive mountain bikes, while visitors and residents explore the various offerings around the commercial core. Partnerships with local bike shops or nonprofits could help staff and/ manage service, which could include secure storage, shaded rest areas and water, and light repair services. Funding could come from grants and local sponsorships (in exchange for promotion) and advertised through trail maps, local businesses, social media, and other online sites. Not only would this help reduce the anxiety over expensive bikes and risk of theft, but it would attract more users to experience Downtown, support local businesses, and reinforce the area's commitment to being a bike-friendly destination.

Wayfinding Signage

An essential component for any trail network, wayfinding signage creates more intuitive, user-friendly trails. Clear and consistent signage helps users navigate the network, identify connections to destinations or other trails, and understand distances and travel times. This can help reduce barriers and uncertainty for some users, encouraging more people to walk, bike, and roll. A wayfinding signage plan should set standards for sign types, branding and design, programming, placement, and maintenance to ensure consistency across the network. Signage can also create and reinforce a brand for Grand County's trail system, creating a stronger sense of identity and place. Good wayfinding empowers users to explore confidently, enhances safety and accessibility, and strengthens the overall network.

Signage along trails should include trail etiquette information, allowed trail users, e-bike policies, and/or speed limits (15MPH on commuter-oriented routes and 10MPH on downtown paths).

EXISTING WAYFINDING SIGNAGE ON 100 W IN MOAB



Traffic Calming Program

According to community feedback, not all Grand County residents feel safe walking, biking, or rolling around their neighborhoods. A traffic calming program can help address speeding and reduce cut-through traffic from tourists on neighborhood streets. The example traffic calming program below responds to community needs while integrating technical expertise.

1. Application: A resident submits a traffic calming application to Grand County and/or the City of Moab.
2. Screening: The County/City reviews to determine improvements that might address safety concerns.
3. Scoring: The County/City prioritizes applications received within that cycle.
4. Outreach: The County/City gathers public input on prioritization and any other areas appropriate for traffic calming.
5. Identification: Using input, the County/City gives a final score to projects with an estimated timeline. The County/City should keep in mind eligible funding sources and prioritize projects based on ability to secure funding.
6. Feedback: The County/City shares recommended projects. Those without community support should be removed from the list.
7. Implementation: The County/City implements projects in order of priority and funding available. Projects should take advantage of any roadway development/reconfiguration and/or adjacent property development.

Complete Streets Policy

Complete streets policies ensure that every transportation investment—from major new construction to routine maintenance—considers the needs of all users, not just drivers. These are not a one-size-fits-all mandate, but rather a systematic approach to consistently consider every user in every project, tailoring solutions to surrounding context and balancing trade-offs with public transparency.

Grand County and the City of Moab should adopt policies that require roadway projects evaluate and integrate safe, accessible options for walking, bicycling, and rolling in addition to driving. A well-structured program sets out design standards, prioritization criteria, and community engagement processes to ensure that transportation investments improve safety, accessibility, and equity across all streets. The Complete Streets policy would apply broadly to all types of projects, including new construction, reconstruction, rehabilitation, subdivision-related street projects, and routine resurfacing/repainting. Beyond infrastructure, complete streets policies also build accountability by embedding multimodal considerations into planning and budgeting, as well as staff capacity and cross-department coordination.

Importantly, complete streets policies also establish standards for safe detours during roadway construction or repair work for all users, including pedestrians and cyclists. When detour best practices for all users are not adhered to, active transportation users are usually more impacted and may take unnecessary risks, leading to avoidable accidents. This policy would also apply to private development, which affects access to the public right-of-way. The *Manual on Uniform Traffic Control Devices* and the Federal Highway Administration's *Pedestrian Accommodation in Work*

Zones Field Guide provide clear standards for maintaining safe, continuous access through or around construction zones, including signage, surface treatments, and safe detour planning.

These policies are particularly important in a recreation-oriented community like Grand County, where residents, visitors, and service workers rely on a mix of transportation choices to reach schools, jobs, trailheads, parks, and community destinations. By prioritizing the safety and mobility of the most vulnerable road users, Complete Streets policies help reduce barriers, strengthen multimodal connections, and create a more resilient and inclusive transportation network.

Street Connectivity Policy

The simplest aspect of a positive active transportation experience is strong street and trail connectivity. Streets form the veins of a community and influence its basic character. A connected network of streets makes active transportation trips more viable and convenient. Street connectivity also provides a variety of benefits to emergency response times, reductions in vehicle miles traveled, improved air quality, and improved access to destinations.

Street connectivity is best catalyzed alongside roadway development, reconfiguration, or resurfacing, as well as adjacent private development. Additionally, active transportation connectivity can be separated from connectivity for vehicles. For example, some neighborhoods have made deliberate choices to mitigate cut-through traffic (e.g., cul-de-sacs). However, these established areas may be more amenable to adding cut-through trails to improve connectivity for pedestrians and cyclists.

The *Utah Street Connectivity Guide* provides cities with context-sensitive guidance to measure and implement street connectivity standards into their local development codes.

Trail-Oriented Development Overlay

To support more active trail corridors that provide places for people, Grand County and the City of Moab could implement a Trail-Oriented Development Overlay Zone in its zoning codes along key paved trail corridors. This overlay would introduce targeted policies and development standards that encourage developments to interact and engage with trail corridors, enhancing both community connectivity and economic vitality.

By encouraging more adjacent development along trail corridors, this approach increases natural surveillance—the presence of eyes on the trail—which enhances safety. At the same time, it helps attract visitors, improves exposure for nearby businesses, and can contribute to rising property values. The overlay zone would maintain existing base zoning while providing a clear framework for developers to create vibrant, trail-connected communities that align with broader goals for mobility, livability, and sustainable growth. The overlay could also provide incentives for developers who build in these community benefits, including flexible setbacks, reduced parking requirements, density bonuses, or expedited permitting. Specific standards could include:

- Trail-facing entrances;
- Public spaces that enhance the trail and provide additional amenities for users;
- Frequent and accessible connections; and
- Enhanced lighting, landscaping, and/or green infrastructure to improve safety, visibility, aesthetics, and stormwater management.

Rail-to-Trails Conservancy's *From Trail Towns to TrOD: Trails and Economic Development* report cites a number of examples for how development can improve a trail network.

Riparian Corridor Ordinance

The Mill Creek Parkway is Grand County's active transportation spine, and the Pack Creek Parkway is one of its largest opportunities. A riparian corridor ordinance could help facilitate the improvement and development of these trail corridors while meeting additional goals, including floodplain protection, riparian restoration, and open space preservation.

Typically, ordinances divide the riparian corridor into three zones: No Disturbance Area (typically 0 to 25 feet), Structure Limit Area (typically 25 to 50 feet), and Buffer Transition Area (typically 51 to 100 feet). Zones dictate activities allowed and widths can be adapted to local context. Standards might address grading, structures, roads, vegetation protection and weed control,

reduction of impervious surfaces, access and maintenance, land-use restrictions, landscaping, fencing, and flood control facilities. Salt Lake City, UT adopted a robust riparian corridor ordinance in 2008, which can be used as a starting point for Grand County.

By limiting new development in these vulnerable areas, riparian corridor ordinances can reduce flood risk for adjacent properties, preserve natural water flow, and protect critical habitat for local wildlife. The ordinance can also establish a framework for land acquisition along the creeks and within the floodplain, getting additional governmental and conservation partners involved. Trails and greenways are a compatible element of these ordinances, especially within the structure limit area, allowing access for flood control, restoration, and general maintenance.

RIPARIAN CORRIDOR ALONG MILL CREEK



INITIATIVE	POTENTIAL PARTNERS	LEVEL OF EFFORT	COST
Education	Grand County, City of Moab, School District, Moab Community Cycles, Other Community Organizations	Medium	\$\$
Bike Bus	Grand County, City of Moab, School District, Moab Community Cycles, Parents/Volunteers	Low	\$
Bike to School/Work	Grand County, City of Moab, School District, Local Businesses, Moab Community Cycles	Low	\$
Moab Community Cycles	Grand County, City of Moab, Moab Community Cycles	Low	\$\$
Bike Parking	Grand County, City of Moab, Local Businesses, Private Vendors	Medium	\$\$-\$\$\$
Peak Season Bike Valet	Grand County, City of Moab, Local Businesses, Moab Community Cycles	Medium	\$\$-\$\$
Wayfinding Signage	Grand County, City of Moab	Medium	\$\$-\$\$\$
Traffic Calming Program	Grand County, City of Moab	Medium-High	\$
Complete Streets Policy	Grand County, City of Moab	High	\$
Street Connectivity Policy	Grand County, City of Moab	Medium-High	\$
Trail-Oriented Development Overlay	Grand County, City of Moab	Medium	\$
Riparian Corridor Ordinance	Grand County, City of Moab, Lands Trust, Environmental Organizations	High	\$



ACQUISITION STRATEGIES

BUILDING OUT A WORLD-CLASS TRAIL NETWORK IN GRAND COUNTY WILL REQUIRE SECURING PROPERTIES AND EASEMENTS.



EXISTING BRIDGE OVER PACK CREEK

Grand County must work collaboratively with willing landowners to find solutions. Utah law does not allow the use of eminent domain for trails, so the process depends on open communication, transparency, and shared benefits. Properties targeted for acquisition should meet one or more of the following criteria:

- The property fills an important connection in the community-wide trail system, is unlikely to be provided by future development (i.e., if the property were subdivided or redeveloped and the trail were required as part of an agreement), and cannot be easily or efficiently circumvented;
- The property provides a unique setting or trail experience that likely cannot be accommodated or replicated elsewhere; and/or
- The property provides a key connection or facility within the context of the regional trail network.

If the acquisition does not meet any of the above criteria, the property is likely not a good candidate for acquisition, unless special circumstances exist (such as, a land donation from a willing property owner, etc.). In all cases, a backup plan with detours and/or alternative alignments, such as neighborhood byways on local roads, should be planned.

ACQUISITION TOOLBOX

The information below is given for general information purposes only and does not constitute legal advice. In all cases, legal counsel should be consulted for specific advice.

Fee Simple Purchase

This is the most straightforward form of land acquisition, involving the full transfer of title and all associated rights from landowner to buyer. This method provides total control over the property, enabling long-term conservation, public use, and/or recreational infrastructure development. This strategy is most valuable when the full property is needed to facilitate access, make major improvements, or conserve large properties for open space and/or floodplain protection.

However, fee simple purchase is usually the most expensive strategy. Buyers assume full liability and management responsibility. Additionally, lands may be removed from local tax rolls, reducing tax income for local governments. Moreover, this strategy can get complicated quickly on corridors with fragmented ownership, especially if only a portion of the property is needed to make a trail connection and there are not likely to be any impacts to buildings or infrastructure on site. In this case, an easement may be a better strategy.

Along with fee simple purchase, additional strategies may be used to give Grand County time to gather resources for acquisition when an identified property comes up for sale. An option agreement gives the potential buyer the right—but not the obligation—to purchase land at a set price within a specific timeframe. A non-refundable option fee (commonly around 10% of the land value) secures this right. This can be particularly useful in competitive resort town markets. A right of first refusal gives the potential buyer the chance to match a third-party offer when a landowner decides to sell. This tool

is useful when a landowner is not ready to sell but may be interested in the future. A saleback or leaseback arrangement allows the buyer to permanently preserve a key part of the property and then sell/lease the other portion to relieve some of the ongoing management burden and offset some of the acquisition costs. It is particularly useful for grazing, farming, or other uses that would not drastically impact the trail. Lastly, an installment sale allows the purchase price to be paid over time, rather than in a single lump sum. This provides tax advantages to the seller, who may reduce capital gains exposure by spreading the income over several years. It also helps buyers by spreading acquisition costs across multiple budget cycles or grant periods.

Donation/Bargain Sale

Properties or easements may be donated outright or sold at less than fair market value (a bargain sale). The difference between purchase price and fair market value would be considered a charitable contribution. This can provide substantial tax benefits for the donor, while offering the buyer a low-cost acquisition method. There must be some compensation exchanged (as little as \$1) and the donor must provide a statement affirming they consider the compensation just or the donation can be contested later. Through a reserved life estate or bequest via a will, a landowner donates property during their lifetime but retains the right to use it for the remainder of their life or the life of designated family members. Landowners may receive tax benefits even prior to the transfer and buyers should prepare for maintenance liabilities in anticipation of the transfer.

Easements

This is one of the most widely used tools for trail development. Easements are legal agreements in which a landowner grants limited rights to use their property—such as for roads, trails, conservation, or utility access—while retaining ownership. Right-of-way easements allow public access through a designated corridor for transportation purposes. Trail easements allow public access through a designated corridor for active transportation and/or recreation purposes. Conservation easements permanently restrict development while enabling continued private use, such as hunting, farming, or forestry. This type of easement is most useful on properties with open space, floodplain protection, or other environmental value. A baseline survey is required to identify the extent of the natural, historic, or cultural resources to be conserved in the easement. Utility easements allow public utilities, such as sewage, electricity, water, and internet, to use a portion of private property to install, maintain, and repair infrastructure. Utility easements are great candidates for trail corridors as development is typically limited on top of or below infrastructure.

Easements are less expensive than outright purchase and can minimize land use disruption. They can be customized to the specific terms agreed upon between parties, offering a lot of flexibility. However, they require ongoing monitoring and clear enforcement terms. Care and continued communication must be taken to mitigate any tensions that may arise as a result of the easement.

Land Exchange

This involves swapping one property for another of equal or comparable value. When structured correctly, exchanges can avoid capital gains tax. This strategy can be particularly useful when acquiring property from business owners. For example, the County may purchase a different property that meets their business needs and swap it for the targeted property. This mitigates the time spent out of business as owners search for a new property. Often, local governments will also offer a stipend or other assistance to facilitate the move. However, land exchanges can be administratively complex and time consuming to find properties of comparable value, and require a willing—and typically patient—landowner.



Access/Use Agreements & Leases

Access/use agreements and leases are flexible arrangements that allow for trail access on a property without transferring ownership of any portion of the land. They should be well-documented and include clearly written terms for allowed uses, access locations, trail alignments, maintenance responsibilities, and termination clauses. These instruments are particularly helpful when dealing with publicly owned corridors or landowners unwilling to sell. The landowner typically retains their previous uses, such as agriculture. Agencies may pay landowners for use of their property, but landowners must not charge a fee for access to their land through this agreement or they could open themselves up to liability through Utah's recreational use liability statute. Access and use agreements may have a specified or unspecified term length, whereas leases are typically 25 to 99 years. While often not a long-term solution, these agreements are useful for temporary trail routing or pilot projects, and can be an important stepping stone toward a longer-lasting solution.

Development Tools

There are several tools aimed at developers that can help facilitate trail connections. Development agreements are negotiated contracts between local governments and developers that align private development with public goals, such as trail access. Planned unit development is a regulatory process that trades flexibility in the zoning code for goals the municipality would like to achieve (as spelled out in the code). Conservation subdivisions cluster residential development on smaller lots to preserve significant open space within the groupings of parcels.

These instruments are customizable and include what the developer is required to do, such as dedicate easements, construct trails, cluster buildings, preserve open space, or restore natural features, and what the developer

may get in return, such as density bonuses or flexible zoning (e.g., building heights, density, setbacks, lot sizes, etc.). Trails and open space adjacent to the developments become a shared amenity and can enhance property values, reduce infrastructure costs, and increase developers' bottom lines. Public access should be negotiated into every agreement and any undeveloped land should align with contiguous open space design standards and placed in permanent protection. Long-term maintenance responsibilities for shared spaces should be clearly written out and strong enforcement protocols should be outlined.

Transfer of Development Rights

Transfer of development rights programs allow a public agency to shift development rights from a sending zone (priority areas for trails, riparian corridors, open space, etc.) to a receiving zone—typically an area more suited for growth and/or denser development. Landowners can sell development rights in a sending zone to another party for the ability to develop those rights in a receiving zone, resulting in density increases. Rights are usually quantified by market value or allowed densities in the sending zone. Post-transfer, sending zone properties should be protected for public access in perpetuity through an easement or similar tool. Rights are market-based and usually do not require purchases, making them cost-effective when well-designed. However, they do require strong planning frameworks, clear designation of sending and receiving areas, and a robust market for development bonuses, otherwise they may be underutilized. If rezoning or variances are easier to obtain, the program will likely not be used.

FUNDING SOURCES

A DIVERSE RANGE OF FUNDING SOURCES EXISTS AT FEDERAL, STATE, REGIONAL, AND LOCAL LEVELS FOR GRAND COUNTY TO CONSIDER WHEN IMPLEMENTING RECOMMENDATIONS IN THIS PLAN. REMEMBER, MOST FUNDING IS COMPETITIVE—COLLABORATIONS WITH OTHER LOCAL AND REGIONAL ENTITIES CAN STRENGTHEN PROPOSALS.

NAME	DESCRIPTION	ELIGIBLE FACILITIES	FUNDING	NOTES
FEDERAL				
Active Transportation Infrastructure Investment Program (ATIIP)	Helps communities design and construct safe and connected active transportation networks such as sidewalks, bikeways, and trails that connect destinations such as schools, workplaces, residences, businesses, and recreation within a community or metropolitan region.	Shared Use Path, Bicycle Boulevard, Bike Lane, Buffered Bike Lane, Protected Bike Lane, and Corridor Study	Planning and Design grants must have total costs of at least \$100,000. Construction grants must have at least \$15 million.	20% state or local match but includes exceptions. Local governments eligible.
Bridge Investment Program	Provides funding for bridge replacement, rehabilitation, preservation, and protection that could be used to fund recommendations that involve bridges.	Any (Involving Bridges)	~\$10 billion available.	Typically 20% local or state match. Local governments eligible.
Carbon Reduction Program (CRP)	Funds for transportation projects that reduce on-road carbon dioxide emission, including bicycle and pedestrian facilities.	Bicycle Boulevard, Bike Lane, Buffered Bike Lane, Protected Bike Lane, and Paved Shoulder	~\$7 million available in Utah.	Administered through Utah Department of Transportation.
Community Development Block Grant (CDBG)	Help communities address critical needs that benefit low- to moderate-income households, including roadway infrastructure.	Any	~\$1 million available to Southeastern Utah Regional Development Agency.	Administered through Southeastern Utah Regional Development Agency.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Funds projects in current and former Clean Air Act nonattainment or maintenance areas to improve air quality and reduce congestion, including bicycle and pedestrian facilities and safety improvements.	Any	~\$14 million available in Utah.	20% state and local match. Administered through Cache Metropolitan Planning Organization.
Federal Lands Access Program (FLAP)	Established by the Federal Highway Administration to supplement State and local resources for public roads, transit systems, and other transportation facilities that connect travelers with Federal recreation sites.	Shared Use Path, Separated Bike Lane, Buffered Bike Lane, Bike Lane, and Paved Shoulder	~\$13 million available in Utah.	Facilities should be no longer than 10 miles away from federal lands. Local governments eligible.
Highway Safety Improvement Program (HSIP)	Funds safety projects on all public roads consistent with the Utah Strategic Highway Safety Plan (SHSP), such as crossing improvements and separating pedestrian and bicycling facilities.	Shared Use Path, Separated Bike Lane, Spot Improvements, and Traffic Calming	~\$27 million available in Utah.	10% local match. Administered through Utah Department of Transportation.
Land and Water Conservation Fund State-side Grant Program (LWCF)	Funds the acquisition and development of public outdoor recreation areas. Facilities must be protected in perpetuity, typically with a conservation easement.	Shared Use Path	\$3 million max grant request.	50% local match. Administered through Utah Division of Outdoor Recreation.
Better Utilizing Investments to Leverage Development Grant Program (BUILD)	Funds a wide variety of surface transportation infrastructure projects that will have a significant local or regional impact, including road, rail, and transit.	Shared Use Path, Buffered Bike Lane, Separated Bike Lane, and Corridor Study	Minimum grant for capital projects in rural areas is \$1 million. Max grant for planning projects is \$25 million with no minimum.	20% state or local match but includes exceptions. Local governments eligible.
Reconnecting Communities Pilot Grant Program (RCP)	Funds aimed at reconnecting communities previously cut off from economic opportunities by transportation infrastructure. Grants support construction or planning, including enhancing connectivity, complete streets, and planning related to bicycle and pedestrian infrastructure.	Any (Near US-191)	Max community planning grant is \$2 million and capital construction grants range from \$5 to \$100 million.	Community planning grants require 20% local match and capital construction grants require 50%. Local governments eligible.
Recreational Trails Program (RTP)	Funds the construction, restoration, and maintenance of recreational trails and trail-related education programs.	Shared Use Path	~\$2 million available in Utah.	20% state or local match. Administered through Utah Division of Outdoor Recreation.

Rural Surface Transportation Grant Program	Funds surface transportation infrastructure in rural areas to increase connectivity, improve safety, generate regional economic growth, and improve quality of life.	Any	\$25 million grant minimum.	20% local or state match. Local governments eligible.
Safe Streets and Roads for All Grant Program (SS4A)	Funds the development or update of a comprehensive safety Action Plan, conducting planning, design, and development activities in support of Action Plan, and/or carrying out projects and strategies identified in Action Plan.	Any (In Action Plan)	Up to \$150 million for state-wide, \$50 million for MPO, or \$30 million for individual.	20% state or local match but includes exceptions.
Surface Transportation Block Grant Program (STBG)	Funds projects to improve conditions and performance of public roads, including pedestrian and bicycle infrastructure, as well as planning/research.	Bicycle Boulevard, Bike Lane, Buffered Bike Lane, Separated Bike Lane, and Corridor Study	~\$114 million available in Utah.	20% state or local match but includes exceptions.
Transportation Alternatives (TA)	Funds a variety of smaller-scale transportation projects, including pedestrian and bicycle facilities, trails, safe routes to school projects, and vulnerable road user safety assessments.	Any	~\$11 million available in Utah.	20% state or local match but includes exceptions.
Rivers, Trails and Conservation Assistance Program (RTCA)	Technical assistance, including planning, community engagement, and fundraising, to support conservation and outdoor recreation projects.	Shared Use Path		Technical assistance only.

NAME	DESCRIPTION	ELIGIBLE FACILITIES	FUNDING	NOTES
STATE				
Community Parks & Recreation Grant	Funds for the rehabilitation and construction of community parks in areas where recreation access may be limited.	Shared Use Path	\$200,000 max.	40% local match.
Permanent Community Impact Fund Board (CIB)	Loans and grants to communities impacted by resource development on federal lands. Funds planning, construction, and maintenance of public facilities and services.	Any	~\$100 million available for grants and loans.	Planning grants require 50% cash match from applicant.

Recreation Restoration Infrastructure Grant	Funds to restore high-use and high-priority trails or repair and replace developed recreation infrastructure on public lands.	Shared Use Path	\$250,000 max.	Must be located on public land.
State Class B and C Program Fund	Funds for maintenance and construction projects, including active transportation facilities.	Bicycle Boulevard, Bike Lane, Buffered Bike Lane, and Separated Bike Lane	~\$400,000 available.	30% must be used for construction or maintenance projects exceeding \$40,000.
Safe Routes to School Program (SRTS)	Assist and encourage students living within 1.5-2 miles to safely walk or bike to school through non-infrastructure (education/encouragement programs) and infrastructure (sidewalks, signage, and bike parking).	Any (Near Schools)	Between \$100,000 and \$300,000.	Administered through Utah Department of Transportation.
Safe Sidewalk Program	Funds for new sidewalks adjacent to state routes where sidewalks do not currently exist and where major construction or reconstruction is not planned for ten or more years.	Sidewalk	\$500,000 available.	25% local match. Must be adjacent to state highway, within urban context, with significant pedestrian traffic.
Transportation Investment Fund (TIF)	Active category funds regionally significant paved nonmotorized transportation projects to mitigate congestion (must be in UDOT's Active Transportation Plan).	Shared Use Path, Separated Bike Lane, and Buffered Bike Lane	~\$1.3 billion available.	40% federal, local, or in-kind match. Projects nominated by local governments.
Utah Trail Network (UTN)	Funds to build and maintain state-owned paved trails.	Shared Use Path	\$100 million available.	Funds used by Utah Department of Transportation.
Utah Outdoor Recreation Grant (UORG)	Funds trails and other outdoor recreation infrastructure to build tourism around the state.	Shared Use Path	Tier 1 grants range from \$15,000 to \$200,000. Regional tier grants fund up to \$750,000.	50% local match. Local governments eligible.
Outdoor Recreation Planning Assistance	Funds for the planning of recreational facilities. Aimed at helping to build capacity at local levels through engaging consulting services and utilizing the Utah Division of Outdoor Recreation staff's expertise.	Shared Use Path		Technical assistance only.

NAME	DESCRIPTION	ELIGIBLE FACILITIES	FUNDING	NOTES
LOCAL/OTHER				
City of Moab Capital Improvement Projects	Obtained from general city funds for the acquisition or construction of capital facilities.	Any		
City of Moab Impact Fees	Funds generated by impacts due to growth to be used at the discretion of the City.	Any		
City of Moab Recreation, Arts & Parks (RAP) Tax Grant	Used for public improvements within the city for art, parks/recreation facilities, capital projects, and recreation programs.	Any	~\$100,000 usually available.	25% direct or indirect match required.
Bond Financing	Bonds can be approved by voters to fund a range of projects, including bicycle and pedestrian infrastructure and trails.	Any		
Special Assessment or Taxing Districts	A special assessment district could be established for infrastructure improvements that are missing or in need of improvement in certain areas.	Any		
Private Grantmaking	There are a number of grants available for bicycle and pedestrian improvements, such as the AARP Community Challenge, America Walks Community Change Grant, or People for Bikes Community Grant. Attention should be paid to grant priorities to make sure applications are a good fit before applying. Partnerships with nonprofits can provide access to these sources.	Any (Shared Use Path most likely)		

Foundations and Local Businesses	<p>Larger state-wide foundations, like the George S. and Dolores Doré Eccles Foundation, small local foundations, and local businesses can be a good fit for trail infrastructure as they want to benefit local community needs. Attention should be paid to the entities' funding priorities and partnerships with nonprofits can provide access to these sources.</p>	Any (Shared Use Path most likely)
In-Kind Donations	<p>This can be an effective way to reduce project costs and engage local organizations and community members, especially in the construction of shared-use paths and trails. Local companies and volunteers can donate labor and supplies to help offset costs.</p>	Any (Shared Use Path most likely)



CHAPTER 05.





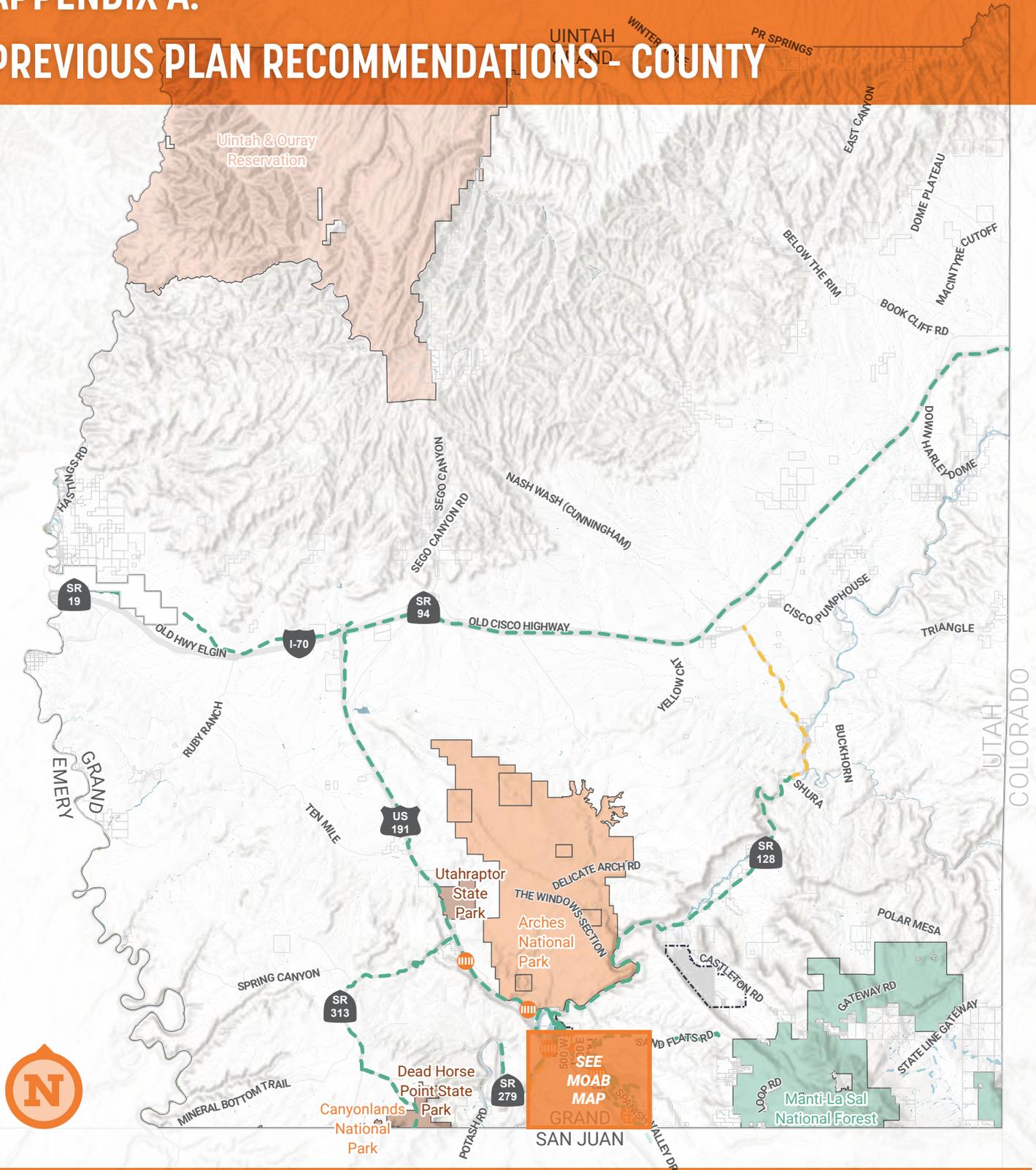
APPENDICES

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APPENDIX A.

PREVIOUS PLAN RECOMMENDATIONS - COUNTY



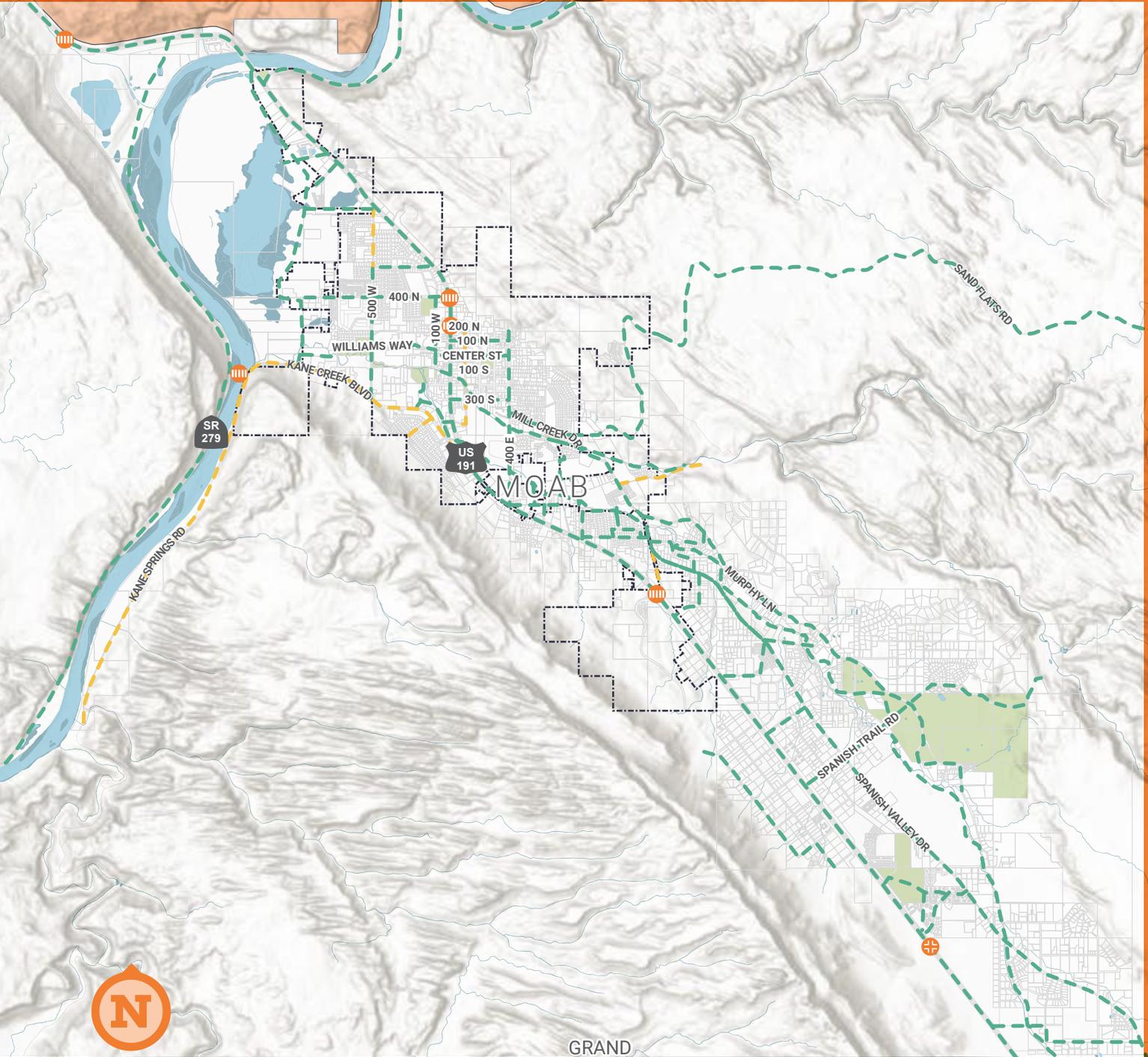
LEGEND

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| <p>Previous Spot Recommendations</p> <ul style="list-style-type: none">  Pedestrian Crossing  Intersection Improvement | <p>Previous Facility Recommendations</p> <ul style="list-style-type: none">  Shared Use Path  Bike Lane |
|---|--|

This map shows previous recommendations from the 2011 Trails Plan, 2022 Grand County/Moab Transportation Plan, 2023 UDOT Transportation Plan, 2024 Moab Parks Plan, and Utah Trail Network.



PREVIOUS PLAN RECOMMENDATIONS - CITY OF MOAB



LEGEND

Previous Spot Recommendations

-  Pedestrian Crossing
-  Intersection Improvement

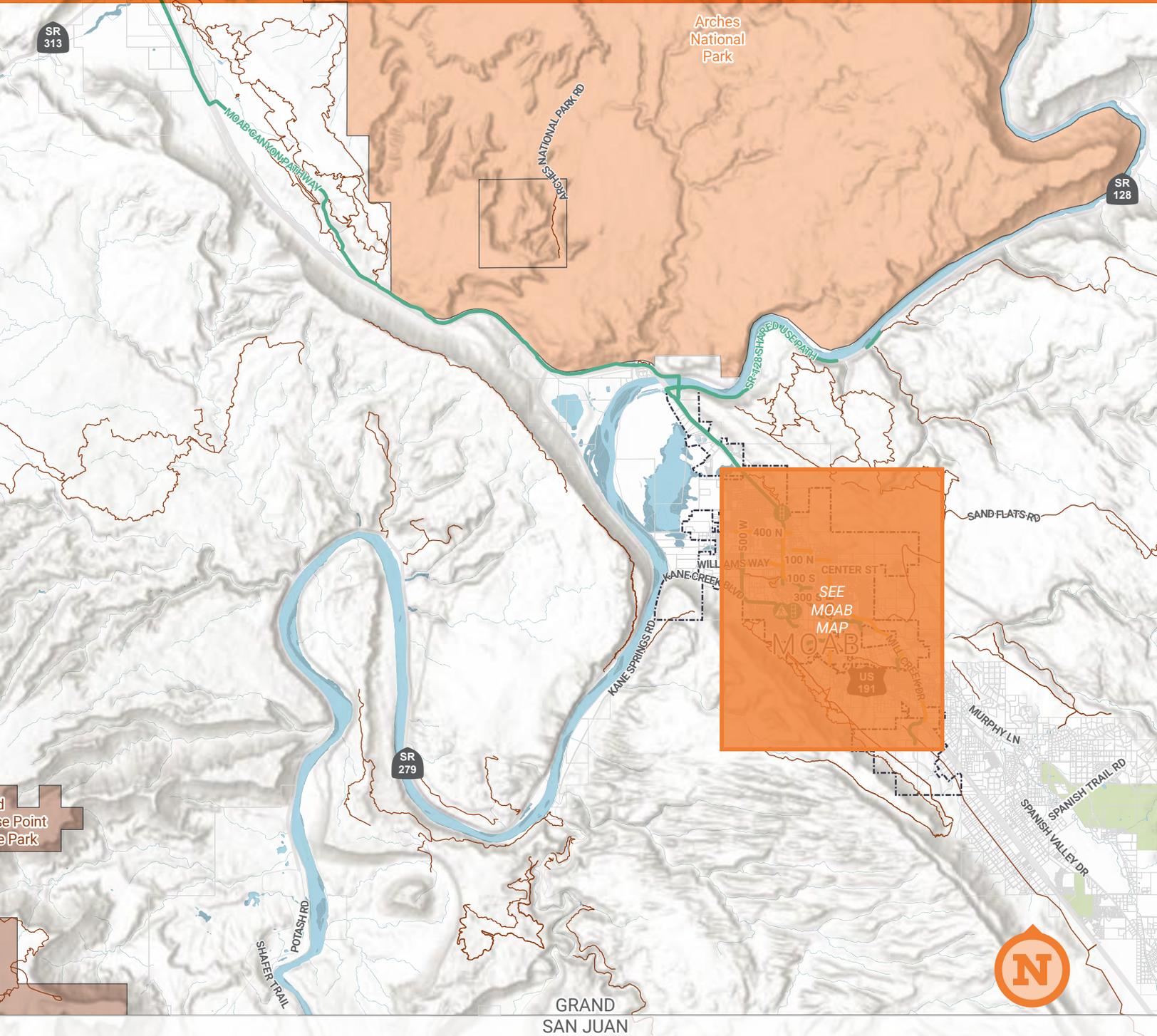
Previous Facility Recommendations

-  Shared Use Path
-  Bike Lane

This map shows recommendations from the 2011 Trails Plan, 2022 Grand County/Moab Transportation Plan, 2023 UDOT Transportation Plan, 2024 Parks Plan, and Utah Trail Network.



APPENDIX B. EXISTING ACTIVE TRANSPORTATION NETWORK - COUNTY



LEGEND

Existing Pedestrian Signals

- Pedestrian Hybrid Beacon
- Rectangular Rapid Flashing Beacon

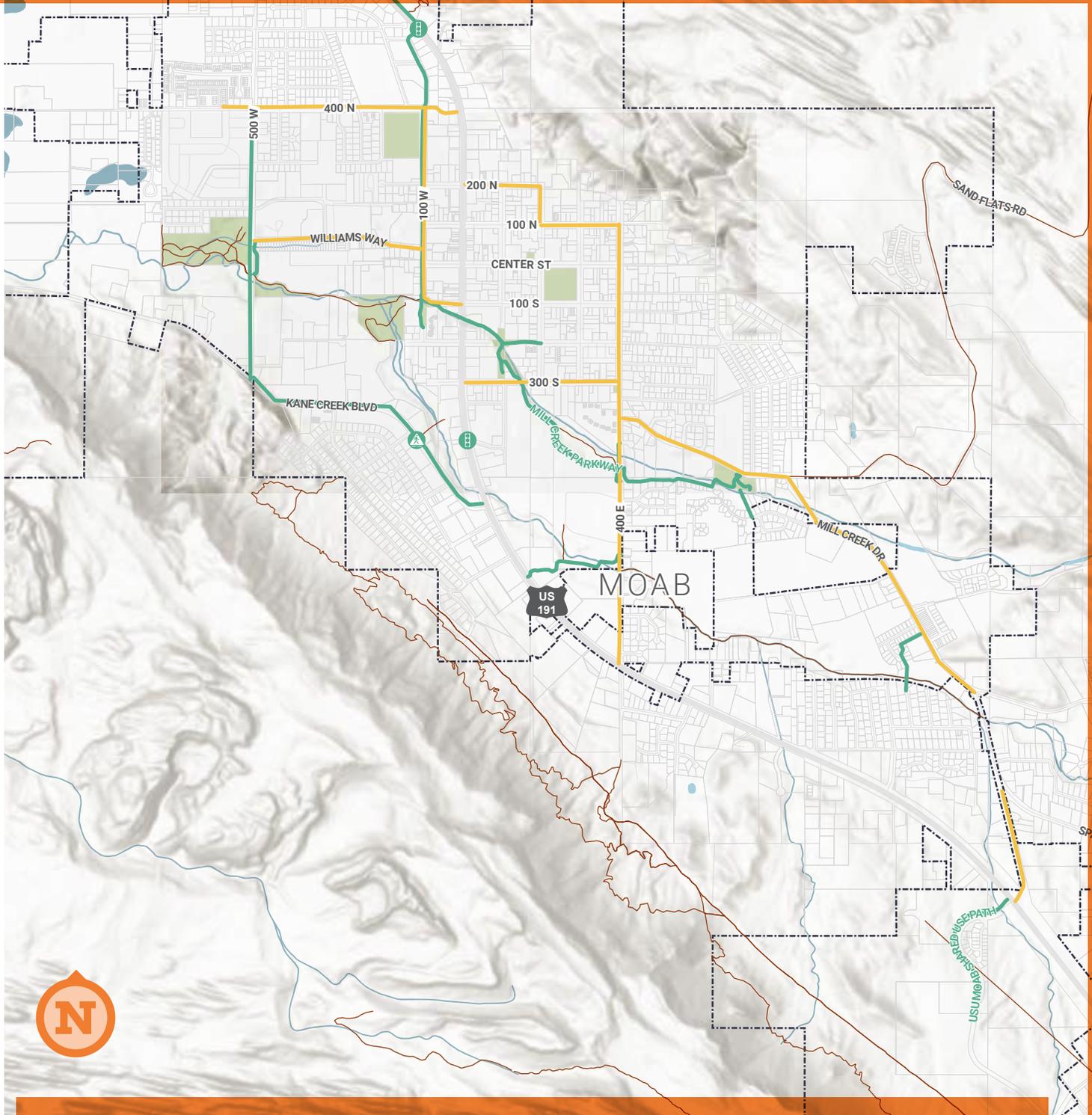
Existing Facilities

- Shared Use Path
- Bike Lane
- Natural Trail

This map shows the existing active transportation network, including shared use paths and bicycle facilities. North Grand County is not shown due to the lack of facilities.



EXISTING ACTIVE TRANSPORTATION NETWORK - CITY OF MOAB



LEGEND

Existing Pedestrian Signals

-  Pedestrian Hybrid Beacon
-  Rectangular Rapid Flashing Beacon

Existing Facilities

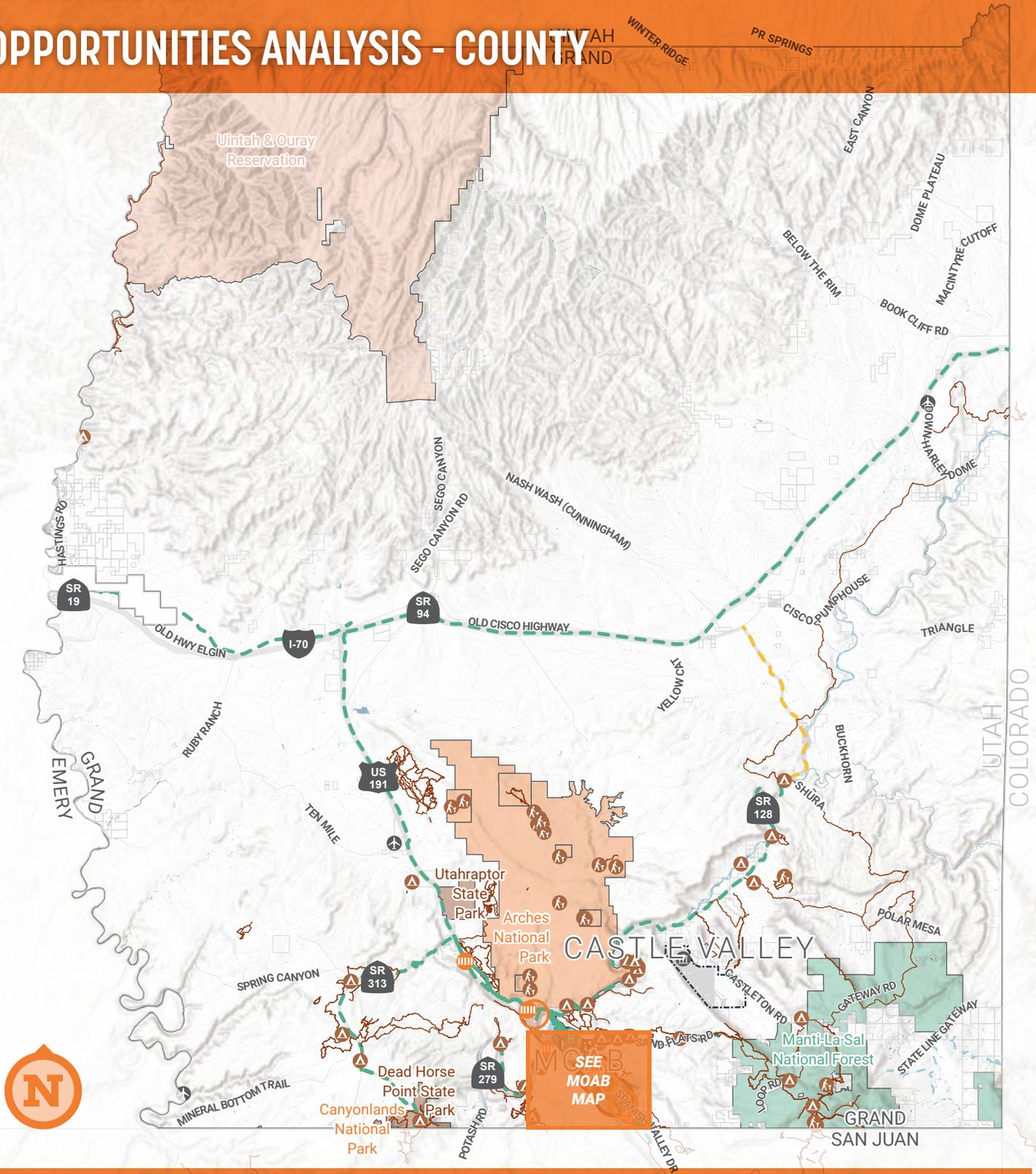
-  Shared Use Path
-  Bike Lane
-  Natural Trail

This map shows the existing active transportation network, including shared use paths and bicycle facilities.



APPENDIX C.

OPPORTUNITIES ANALYSIS - COUNTY



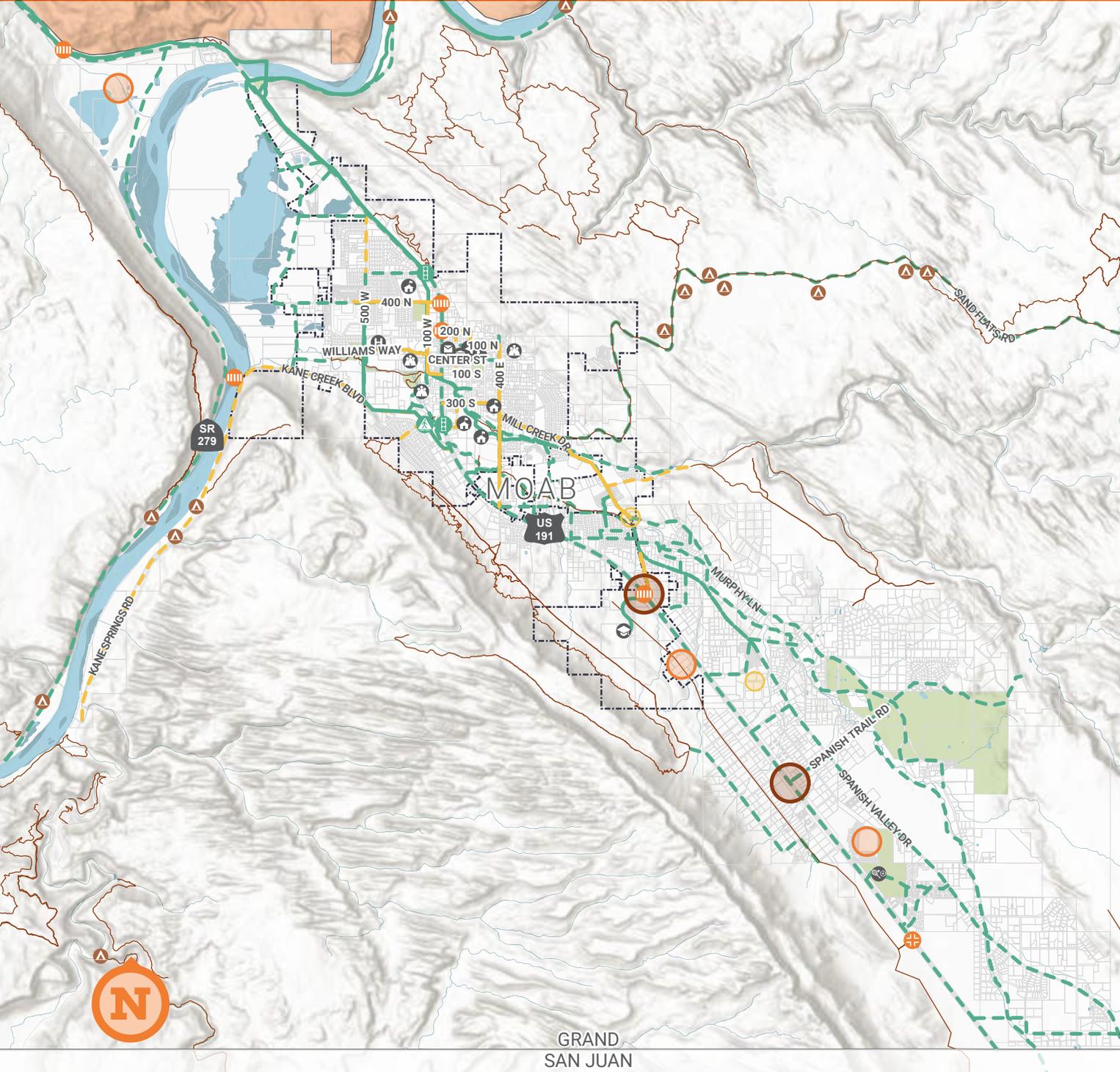
LEGEND

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|---|---|---|
| <p>Signals & Crossings</p> <ul style="list-style-type: none"> Existing PHB Existing RRFB Proposed Crossing Proposed Improvements | <p>Facilities (Existing/Proposed)</p> <ul style="list-style-type: none"> Shared Use Path Bike Lane Natural Trail | <p>Future Centers & Opportunities</p> <ul style="list-style-type: none"> Regional Neighborhood Opportunity Areas |
|---|---|---|

This map shows opportunities and constraints for active transportation in Grand County.

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OPPORTUNITIES ANALYSIS - CITY OF MOAB



LEGEND

- | | | |
|---|---|---|
| <p>Signals & Crossings</p> <ul style="list-style-type: none"> Existing PHB Existing RRFB Proposed Crossing Proposed Improvements | <p>Facilities (Existing/Proposed)</p> <ul style="list-style-type: none"> Shared Use Path Bike Lane Natural Trail | <p>Future Centers & Opportunities</p> <ul style="list-style-type: none"> Regional Neighborhood Opportunity Areas |
|---|---|---|

This map shows opportunities and constraints for active transportation in Grand County.



